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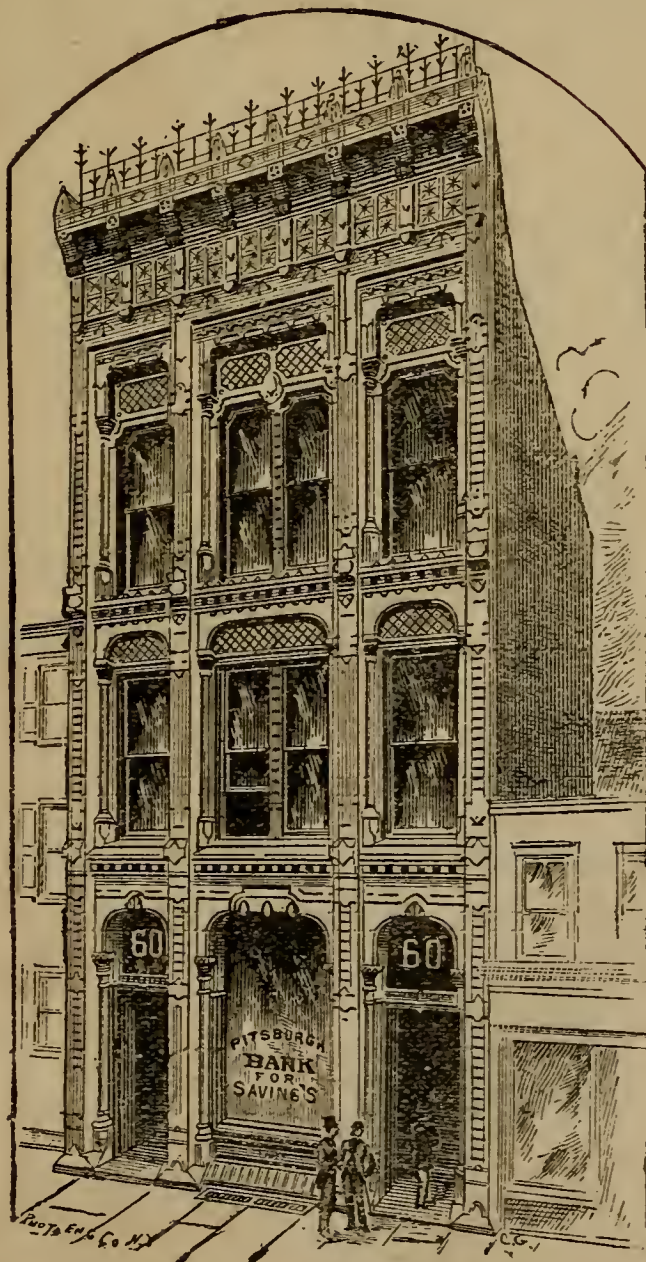
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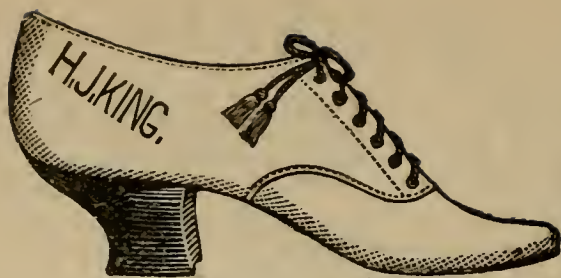
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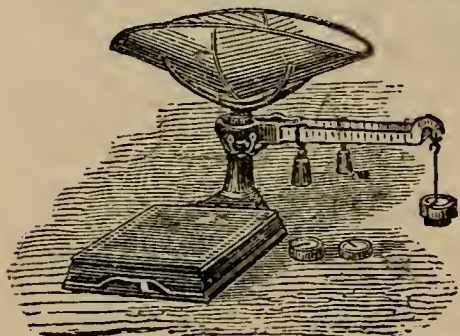
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Introduction.



THE world-wide reputation gained by the city through its natural gas has induced thousands of business men from all parts of the country to visit it and see for themselves the practical workings of this wonderful fuel. Many who come fail to get an adequate idea of the importance of natural gas, and its influence on the commerce of the city, because they have no friendly hand to guide them in their investigations, while the thousands who annually visit the city simply to "see the sights," and the citizen who, though living here, is confined closely to his work, and knows but little about the city out of his immediate neighborhood, are equally at a loss to know how to see the most in the least time. To enable the stranger to get the best possible impression of the city, and to point out to all the most interesting points to visit, how to reach them and, what is of more importance, the times and terms of admission to many of the places that should be seen, and to answer in brief those questions that would naturally suggest themselves to strangers, is the object of this book.

So rapid has been the growth of the city that even old residents cannot be conversant with the whole of it, and are often puzzled to answer the questions of visiting friends. To these this book will be a boon, giving them just the information wanted and in convenient form.

To those who can spend but a limited time in the city, and who wish to use that time to the best possible advantage, this book will be of inestimable value, as a careful study of its pages will enable them to visit all the points of interest in less than half of the time that

they otherwise could, and whether wishing to spend but a few hours here, or to investigate thoroughly all the marvelous industries of the "Natural Gas" cities, time money and vexations will be saved by making use of the information to be found in the following pages.

The plan is often adopted by those wishing to see the city, of riding over the principal street car lines. A greater mistake could hardly be made. Some of the most interesting places to be visited can only be reached by steam cars, while many others are *near*, but not on the streets occupied by street cars, and those adopting this plan will get an unfair impression and, at an unnecessary expenditure of time, of our cities.

Of especial value both to resident and stranger is our indexed "Street Directory," in connection with our map of the two cities. From the unevenness of the ground there are but few long streets, and few streets of over a few squares in length that are straight. This makes the difficulty of finding the way from one place to another very great. To meet this difficulty we give a carefully compiled list of over one thousand of the principal streets of the two cities, all of which can be found on the accompanying map.





PITTSBURGH.

BY J. WILLIAM POPE.

A kind of chaos, or a jumbled mass
Of soot and smoke, from which come sounds so dread,
That when a traveler had need to pass
Its highways through, it was with thoughtful tread,
For in the East and North the people thought
That Pittsburgh was a kind of outer gate
To fields of blackness, and where daily wrought,
A class of people neither wise nor great.

Still, from that murky vale, throughout the land
Was shipped the products of the iron rock,
And some were pleased upon her brow to brand
"The Iron City," and some thought to mock
At her, and say "The Smoky City," yet
To cities of the haughty South she sent
Her coal and iron, but she would not let
Them have what she had wrought for armament.*

"Let there be light," and lo! the dusky shroud
Was torn aside, and as by magic, lay
A city 'tween the hills, queen-like and proud,
Her jeweled brow and bosom to display.
And as from earth her smutted wealth she drew,
From earth she drew the power to make her clean
Enough to pass with Gotham in review,
And bide the verdict as to which was queen.

Now since she has received that purer air,
From fluid fresh distilled deep in the earth,
Her children, though they labor, are more fair,
And their possession are of greater worth.
And she her power has increased, and spread
Until each hill and valley hums with wheels;
She hears no cry of Poverty, for bread,
For Fortune with all classes fairly deals.

No one need here be idle, for she calls
Each day for muscle, and for active brains,
Each time the rolls go round, or hammer falls,
The workmen and employer count on gains.
She has capacity and skill to bring
To great perfection whate'er man may need ;—
A crystal cup, or mirror for a king,
Or iron palace o'er the hills to speed.

She makes the ways on which the world may ride,
From North to South, from East to West ; she makes
The strong machines which o'er them swiftly glide
And safely, for she gives them trusty brakes.
She makes the lines by which the fiery steeds
Are driven 'neath the sea, and o'er the hills ;
And whatsoever art or science needs,
She'll furnish from her workshop and great mills.

And this is Pittsburgh, once a little wedge
Between two rivers, with four wards in all,
Great hills stood 'round as if within to hedge,
Or on her, if she dared expand her, fall.
But nature missed it if that was her aim,
For miles each way she placed her stakes and lines ;
She's Pittsburgh now in nothing only name :
A city, she among the cities shines.

Long may she prosper, but to do so she
Must crush the parasites who drink
Her richest blood. Wake up, great city ! See
The politicians, ringster, cunning wink
At other while they bind your hands and drain
Your coffers. Wake and *make* your servants do
Your children's will ; they daily now complain
That they are robbed to feed a greedy few.

*She would not let the guns go South in 1860-61.



HISTORICAL.

Historically, there are few places that possess more interest than the little point of land that for ages has stood between the two rivers which here form the beautiful Ohio. Five times it has changed ownership. For decades it was a point of dispute between the two most powerful nations of the globe, who early realized that it was the key to the entire West, then an unbroken wilderness, now the most powerful section of our country. Many times have the hills that now echo back the hum of industry, resounded to the war-cry of the Indian, the battle-cry of his scarcely more merciful white brother, and to the shrieks of captives who were burned at the stake, where now stately buildings stand. Great Britain, France, Great Britain again, Virginia, the United States and Pennsylvania have, in turn, claimed ownership, and many times has the claim been enforced by the strength of arms. First by Contrecoeur in 1754; by Forbes in 1758. The fort was besieged by Indians in 1753, blown up and burned by the French in 1758. Pennsylvania disputed with Virginia over its possession in 1774, and In 1794 it was the scene of civil war. Though too far west to be the scene of active war in the conflicts with England, it furnished its full quota for both wars, and during the civil war of 1861-65,, it was the scene of more active work than any other northern city, furnishing not only men of courage and brains, but countless implements of warfare with muscles of iron and nerves of steel, without which the conflict could not have been carried on.* Of so much interest is the history of Pittsburgh that a short

HISTORICAL SKETCH

will not be out of place in this work. The first mention made by history of Pittsburgh was by Maj. Geo. Washington who, coming down the Monongahela, landed here Nov. 24th, 1753, and who, after examining it carefully, recommended it as a most desirable place to build a fort. So much impressed was his commanding General with his report that on the 17th of the next February Ensign Trent appeared on

*The first move in defence of the right of the North was in Dec. 1860. Sect. of War, Floyd, ordered a large shipment of cannon from Allegheny Arsenal to Ship Island, in the Gulf of Mexico. Such a determined opposition from the leading business men was made under the leadership of the late Jos. Dilworth, that the order was rescinded.

the scene and built a stockade. Scarcely was it finished when Captain Contrecoeur appeared with a superior force and took possession and erected a fort, naming it Fort Du Quesne, after Marquis Du Quesne, Governor of Canada. The next year, 1755, Gen. Braddock made an attempt to retake the fort, with a result known to every school boy. After his defeat (on July 9th, 1755) twelve of his soldiers, who were captured by the French, were taken out of the fort, probably on the bank of the Monongahela River, below what is now Market street, and burned at the stake, a vivid description of the scene being given by an eye witness. The French held possession till November, 1758, when on the approach of a larger force under Gen. Forbes, they burned the fort and magazine. Gen. Forbes at once built a small fort at what is now the corner of Liberty and Short street, calling it Fort Pitt, after the English statesman William Pitt, and from which the city now bears its name.



The next year, 1759, Gen. Stanwix came and rebuilt Fort Pitt at a cost of 60,000 pounds sterling, or about \$300,000, the fort covering eighteen acres of ground. The engraving given above is a reduced copy of the original draft of the fort, made by Construction Engineer Rutger, and now on file in the British Museum. In 1764 was built the only legacy that Pittsburgh has of the warlike times of the last century, it being the old Block House which was built



by Col. Bouquet, who placed a stone over the doorway with the following inscription :

A* D*
1864 S
Coll S Bouquet

This stone has since been removed and may now be seen in the wall at the head of the first flight of stairs in Municipal Hall.* The Old Block House still stands on Fort street, near Penn avenue, and though one of the most interesting buildings in the city, from a historical standpoint, it is but little thought of, and is now a tenement house occupied by some of the poorer classes of the city. This year (1764) the first plot of streets was laid out by Col. John Campbell, and consisted of the four squares bounded by what is now Second avenue on the North, Water street on the South, Market street on the East, and Ferry street on the West. Soon after this the Penns secured by purchase all this section of country south of the Allegheny and Ohio Rivers, paying 5 pounds sterling for 100 acres, and one cent per acre quit rent for the "Manor of Pittsburgh," the survey being made in 1769. In 1770 Washington again visited the place, which, at that time, contained twenty-five log houses.

But few years after the fort was finished it was abandoned by the English and the improvements costing \$300,000, sold for \$250, and by the defeat of the Indians by "Mad Anthony" Wayne, the necessity for the old fort ceased and it was destroyed. In 1784 the city was laid out as far east as Grant street.

In 1793 the first blast furnace was built near what is now Shadyside Station. It was soon abandoned and no more built in the city till 1859. The first blast furnace was followed by a foundry in 1803, a nail mill in 1804, and the shipment of coal in 1803 by way of the Mississippi river to Philadelphia, where it was sold for 37½ cents per bushel. Rolling mills and steel mills were built in 1813.

The growth of the city from this time has been in exact ratio with the increase of the facilities for getting her products to the markets of the world. The pack saddle of the last century, with a freight rate of

*It is claimed by old residents that with the consent of the city officials the original stone was removed early in the century and taken to Philadelphia, to be placed on exhibition in the Historical Museum of the old State House, and that the stone in the Municipal Hall is an exact duplicate of that placed in the Block House, the original having been removed.

15 pence per pound to Philadelphia, gave way to the Conestoga wagons of 1800, which was the only means of moving freight to the East till 1829, when the Erie canal gave a water way to the ocean through the Susquehanna River. The principal docks for the discharge of freight and passengers were near what is now Tenth street and Penn avenue. The advent of the canal brought a rapid increase of population and manufactories, which became much more marked on the completion of the Pennsylvania railroad in 1854. This and the constant additions that have since been made to the railroad facilities, leaves Pittsburgh second to no city in the country in the number and extent of her railroad connections, and has given the city a rapid and healthy growth till now it stands unquestioned as the principal manufacturing city in the country.

ALLEGHENY.

While the commercial growth of Allegheny and Pittsburgh have been so closely connected that it is not possible to separate them, and the beautiful sketch on the preceding page relative to the commercial growth of Pittsburgh, applies equally well to Allegheny, there has been a very marked difference in the growth and municipal history of the two places. The site now occupied by Allegheny was by act of General Assembly in 1783, ordered to be laid out into a town, and the lots sold by the state, the proceeds to be used to pay the debt the state owed to the Revolutionary soldiers. The final purchase from the Indians was completed the next year and a survey made in 1787, and the town named by act of Assembly in 1788. The growth of the place was so slow that in 1825 it is claimed that there were only one hundred houses in the place. With the increase in the value of ground in Pittsburgh, and the completion of bridges uniting the two places, the growth has been rapid, until now it is fast rivaling her sister city in manufacturing interests and by her magnificent parks, her low taxes, her small city debt, her new library, (presented to the city by Mr. Carnegie,) it now offers attractions to those seeking homes and business that Pittsburgh can never hope to attain.



THE GREAT FIRE.

Every year, on the 10th day of April, the fire-bells ring out the number 1-8-4-5, in memory of the baptism of fire that comes, sooner or later, to nearly every city. Like all great disasters of this kind, the origin was trifling. While the loyal but noisy fire-cracker decorates the historical shield of the fire department of Portland, Maine, and the combination of a kicking cow and a coal-oil lamp that of Chicago, the homely but useful wash-boiler stands as a reminder of the greatest disaster that has ever fallen on Pittsburgh. Early in the morning of the 10th of April, 1845, an extra hot fire under a wash-boiler, in a poor tenement at the corner of Ferry street and Second street, now second avenue, started a fire which, for lack of water, was soon beyond the control of the fire department. A high wind carried the burning fire-brands over the different portions of the city, and in a few hours one-third of the geographical extent of the city and two-thirds of its value, was only a mass of charred cinders. The estimated loss was from six to eight million dollars, while twelve thousand people, most of whom had been in good circumstances, were rendered homeless. Fortunately but two persons lost their lives, one being Mr. Samuel Kingston, and the other Mrs Malone. This was a severe blow to the business interests of the city, but with remarkable pluck the work of rebuilding was begun at once. The most liberal settlements were made by those having goods here on commission, generous aid was extended to the sufferers, and the city rallied rapidly from what otherwise would have been its death knell.

THE GREAT RIOT.

The riots on the 21st and 22d days of July, 1877, is a matter of so late occurrence as to be hardly historical. Organized as a strike by the employees of the Pennsylvania railroad, encouraged somewhat by a feeling of resentment, felt by nearly every resident against that corporation for the way they had treated the business interests of the city, and taken advantage of by the idle and vicious element, the strike of the 18th was a riot the 20th and 21st, and that night and the following day resulted in a bloody fight between the rioters and the Philadelphia troops, at the round house at Twenty-eighth street, and the turning of the Gattling guns, with murderous effect, on the crowd at the Forks of the road on Penn avenue. On the retreat of the troops from the round house, a reign of burning and plunder was inaugurated that is without a parallel in the history of the country. Farmers from the suburbs carried off, unhindered, wagon loads of plunder from the cars. Well dressed citizens were seen going home laden with plunder. Barrels of flour, meat or other eatables were carried away by people who would scorn the common thief. Car loads of whiskey were broken open and, for a time it was as free as water. Meanwhile the torch had been applied and everything combustible that was supposed to belong to the railroad company was burned, and the track and ground from Eleventh and Liberty streets to Twenty-eighth street and the railroad was a mass of ruins. For nearly five days the mob held possession of the city, until they were awed and subdued by a force organized by the citizens. The riots resulted in the death of 23 persons and the wounding of many more; and the destruction of \$4,000,000 worth of property. Numberless pathetic and amusing incidents of the riots are remembered and told by our citizens, one of which tells of the wrath and indignation of two women who had worked laboriously for an hour or two to get a barrel of flour to the top of the hill overlooking the railroad, and which was nearly inaccessible at that point, but found when they got to the top that it contained only Portland cement.

CHRONOLOGICAL.

A CONDENSED HISTORY OF THE DAYS OF "AULD LANG SYNE."

- 1753—First visit of George Washington to Pittsburgh. There was not at that time a single white resident within the limits of our present city.
- 1758—First battle in Pittsburgh, September 14, at Grant's Hill, where St. Paul's Cathedral now stands, on Grant street; Major Grant lost 300 men in a battle with French and Indians.
- 1766—First mention of coal by Rev. C. C. Beaty, who gives an account of mines on Mt. Washington, for use of Fort.
- 1784—(April 17), first appearance of the French at Pittsburgh, commanded by M. De Contrecoeur.
- 1784—First lots surveyed in Pittsburgh, by Craig & Bayard, for Mr. Tench Francis agent of the Penns.
- 1786—First paper established here, "The Pittsburgh Gazette."
- 1786—First act passed in the Legislature for the establishment of a public school in Pittsburgh.
- 1786—First Lawyer in Pittsburgh, John Woods.
- 1787—First meeting in Pittsburgh to establish a Market House; first Market House established same year near Second and Market streets.
- 1788—First act creating Allegheny county out of parts of Washington and Westmoreland counties, November 23.
- 1788—First boat built, and named the "Mayflower."
- 1790—First Blast Furnace.
- 1794—First act for the incorporation of the Borough of Pittsburgh.
- 1796—The first Glass Works were erected in Pittsburgh, by O'Hara & Craig.
- 1796—First census of Pittsburgh, showing 1,395 inhabitants.
- 1797—First vessels for sea voyages built here by order of Congress.
- 1797—First Bank and Iron Foundry established in Pittsburgh.
- 1797—First Doctor in Pittsburgh, Dr. Bedford.
- 1816—First act to incorporate City of Pittsburgh.
- 1819—First bridges connecting Pittsburgh with Allegheny and Birmingham.
- 1826—First work began on Pennsylvania canal.
- 1829—First canal boat arrived in Pittsburgh.



NATURAL GAS.

No subject connected with the city is of more interest to the stranger than that of natural gas and its use, both in our factories and dwellings. To one who from former experience comes prepared for the heavy cloud of smoke and the soot laden atmosphere, the sight of an unclouded sun and an atmosphere clearer than many a country town, and better than that of Cleveland, Detroit or Chicago, is a happy surprise. The day when light colored clothing could not be worn and when fruit or ornamental trees were stunted in growth by the dirty atmosphere, and when foliage and fruit were so coated with the ever present soot that their original color was a matter of speculation, and when every building showed the same universal dirty drab regardless of the color it was first painted, has long passed, and in their stead he finds buildings painted in pure white or some delicate shades of color; he sees the sky bright, the trees and shrubs beautiful in the unstained coloring of nature, and the people dressed in the most delicate shades of color known. The magic wand that has wrought all this change, brought this city from darkness into light and placed it ahead of all competition as a beautiful residence city and as a manufacturing center is that subtle, invisible fluid Natural Gas, which has supplanted coal in the factories, and given Pittsburgh a greater impetus forward than did the inexhaustable coal fields in former years. Of its advantages only by a careful and thorough investigation will any adequate idea be gained. In factories not only is the first cost of the fuel usually less, but the entire expense of handling the coal and removing ashes saved, but the advantage is gained of a uniform, reliable and easily controlled heat, while the absence of sulphur from the fire results in a much better quality of iron, steel and glass than could be made by the use of coal.

Of the economy of its use, two instances may be given. In a steel plant formerly using \$96,000 worth of fuel to produce 12,000 tons

of steel, the cost of gas for the same output was only \$40.000, and a further saving of \$12.000 was made in the cost of hauling the ashes, and a better quality of steel made. In a glass factory using 2,000 tons of material a year the saving in the cost of gas over coal was \$6.000 per year and the saving in repairs on the furnaces amounted to no inconsiderable amount. While instances like the above are not uncommon, the saving in the use of gas in manufacturing establishments both large and small, usually amounts to a good per centage on the investment.

EARLY HISTORY.—Though but recently used for heating purposes, natural gas has been known for centuries, how long ago cannot be told, but it is certain that the Chinese have been using it for centuries at Tsien Luon Tsing, getting it from wells said to be 3,000 feet deep, piping it through bamboo, and burning it in clay burners. Its existance in this country in the shape of "burning springs" is recorded in the travels of the Jesuit fathers. Washington records the presence of the burning springs in the tract of land in Kanawah valley, deeded by him in 1775 for a public park, to be set apart and dedicated for the use of the public forever, and which benevolent purpose became thwarted by some informality in the deed. The presence of these burning springs in different sections of the country has always been known, and is now looked upon as an evidence of a more general distribution of this fuel from nature's store house than has been generally conceded.

EARLY USES.—The first known use of natural gas as a fuel was at Fredonia, N. Y., where in 1821 a gas spring was discovered on the banks of the Canadagua creek, and the gas collected by excavating and then covering the spring and conveying the gas to thirty burners; but so little faith or interest did the people have that no further effort was made to secure a better supply till 1858, when a well was sunk thirty feet, and enough gas secured to supply two hundred burners. Soon after the discovery of gas at Fredonia, gas was found at Barcelona, N. Y., on the shore of Lake Erie, and the light house at that place was lighted with it until 1856.

Gas in the Kanawha valley was found first in 1815, within the present limits of Charleston, W. Va., but no use of it was made until 1841, when gas was found while boring for salt, and the gas used in boiling the furnaces.

The Western University

OF PENNSYLVANIA.

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No more use was made of gas fuel until during the development of the Pennsylvania oil fields. It was found in nearly every part of the oil fields, and the busy, pushing, hurrying oil man lost no time in utilizing so convenient and cheap a fuel, and wells were drilled and pumped, houses warmed, towns built up and torn down, and fortunes made and lost by the light and aid of this "Vapor Fuel." The idea of using it for manufacturing purposes was not entertained till 1874, when Messrs. Rodgers & Burchfield, of Leechburg, Pa., introduced it into their iron works, and the same year the manufacture of lamp-black from gas was established at Gambier, Ohio. The next year marked its first introduction into Pittsburgh, where it was piped to the iron works of Spang, Chalfant & Co. For nearly ten years the increase in its use was slow and uncertain, the uncertainty of the supply and the great cost of piping it rendering the risk too great. In 1884 the Philadelphia Company was organized and commenced in earnest the introduction of gas into the factories and houses of the two cities. Their efforts have been seconded by a number of other companies with the result of making the two cities of Pittsburgh and Allegheny not only the best cities in the Union for manufacturing purposes, but placing them among the cleanest and prettiest cities in the country.

LOCATION.—While there are several gas wells within the limits of the two cities, the greater part of the supply comes from the surrounding gas territory. The Murrys ville wells supply the greater part of the gas used in the city, though no inconsiderable amount comes from the Washington and Butler fields. The gas is brought to the city in eight and twelve inch pipes under high pressure, the principal lines consisting of two pipes, lying a few feet apart, and connected at frequent intervals with cross pipes, valves, etc., so that in case of accident to one of the lines the gas from a section of the pipe can be turned into the other pipe, enabling the company to repair the damage without affecting the supply to the consumers. When the lines reach the city limits the pressure is reduced by a suitable valve to a few pounds, and the gas conveyed in large pipes under a low pressure. The main pipe of the Philadelphia Company, extending from the eastern city limits to the centre of town, a distance of about six miles, has an inside diameter

of twenty-four inches, and is laid with such care and by such scientific methods, that a leak anywhere in its length can be detected at any time, and its exact location found without uncovering the pipe.

SUPPLY.—From the first the question of the permanence of the supply has been one of absorbing interest. While it is well known that the Chinese wells have been flowing a thousand years, and that some of the largest “gushers” have kept up an undiminished flow for twenty and thirty years, it is well known that the early exhaustion of the wells has been the rule. Years have been spent by scientists, and long and plausible theories given, but nothing has yet been learned more definite than the school boy’s “don’t know,” and no theory more elaborate than that will be attempted here.

AMOUNT USED.—Of the amount of natural gas used daily, it is impossible to give any exact figures, though it is estimated that not less than 600,000,000 feet is used daily, supplying the place of at least 40,000 tons of coal. Whether these figures are correct or not, it is certain that in nine-tenths of the manufactories of the two cities and in at least three-fourths of the houses, natural gas has supplanted coal.

LENGTH OF PIPE.—While the exact length of pipe now laid for conveying natural gas cannot be given, the following figures from the *American Manufacturer*, of 1886, will be of interest, showing as they do the amount of pipe in use at that time by the the Philadelphia Company :

6 inch or less.....	643,782 feet
8 “ “ “	735,335 “
10 “ “ “	186,348 “
12 “ “ “	58,728 “
16 “ “ “	29,103 “
20 “ “ “	70,615 “
24 “ “ “	52,557 “

Total..... 1,776,468 feet
or 336 miles.

As active operations have been going on ever since, undoubtedly the above does not represent one-fourth of the amount of pipe laid. It is safe to say that there is not less than 1800 miles of natural

gas pipe in use in this section of Western Pennsylvania, requiring, at an average of 90 tons to the mile, 162,000 tons of wrought and cast iron pipe of all sizes.

CHARGES TO CONSUMERS.—The charges made by the Philadelphia Company, which may be taken as the ruling prices in Pittsburgh, are as follows :

IRON AND STEEL.

Puddling, gross ton,	\$1.00
Heating (each heat) gross ton.....	40@	50c.

TOTAL COST OF GAS PER TON IRON.

Single heated.....	\$1.80@	2.10
Sheet iron steel, gross ton.....	2.25@	2.60
Hoop iron steel, “ “	2.25@	2.60
Open hearth melting.....		.70
Crucible steel, gross ton.....		.50
Hammer furnace, per day.....	1.00@	1.60

GLASS.—Flint, average cost about \$28 per pot per month. Window glass, total average cost about \$33.33 per pot per month.

Boilers in general works range from \$20 to \$150 per month.

DOMESTIC USE. This is based on the number of square feet heated, the basis being \$10 per year for 15 feet square. The charge for a single heating stove is \$2.50 per month.

COST OF GAS WELLS.—The cost of drilling gas wells varies much according to circumstances. The methods used are the same as for oil, and a finished well costs from \$3,500 to \$6,000. The wells are from 1,500 to 2,300 feet deep, cased with pipe 5½ inches in diameter for the first 400 or 500 feet, and after gas is struck the entire well is cased with pipe 4 inches in diameter. The drill weighs, with the “jars,” from 3,000 to 4,000 pounds, and in some of the heaviest “gushers” the flow of gas has been nearly strong enough to support the entire weight of the drill, so that it was impossible to continue operations.

NATURAL GAS COMPANIES.—The principal Natural Gas Companies doing business here are as follows :

	Capital.
Philadelphia Company.....	\$7,500,000
Chartiers Valley Gas Company.....	4,000,000
Pennsylvania Gas Company, (has leased its plant to the Philadelphia Company).....	1,000,000

Peoples' Natural Gas Company.....	1,000,000
Manufacturers' Natural Gas Company.....	600,000

In the towns in adjoining counties are gas companies supplying the different localities, and employing a capital aggregating over \$9,000,000. An interesting fact connected with the use of natural gas is that one of the companies is contracting with the owners of coal mines to supply fuel for their boilers, they finding it cheaper than to burn the coal from their own mines. This is more remarkable than "carrying coals to New Castle."

THE BLESSINGS OF NATURAL GAS.

Oh, this natural gas is a wonderful thing,
 And it giveth to dallying blessings a wing,
 And to many a sigh
 It does give strength to fly
 And it maketh the lazy man merrily sing;
 When he comes home at night there's no kindling to chop,
 There are no lumps of coal on the carpet to drop,
 There's no hatchet to find,
 And no ashes to blind,
 And there's no pesky grate to go flipperty-flop.

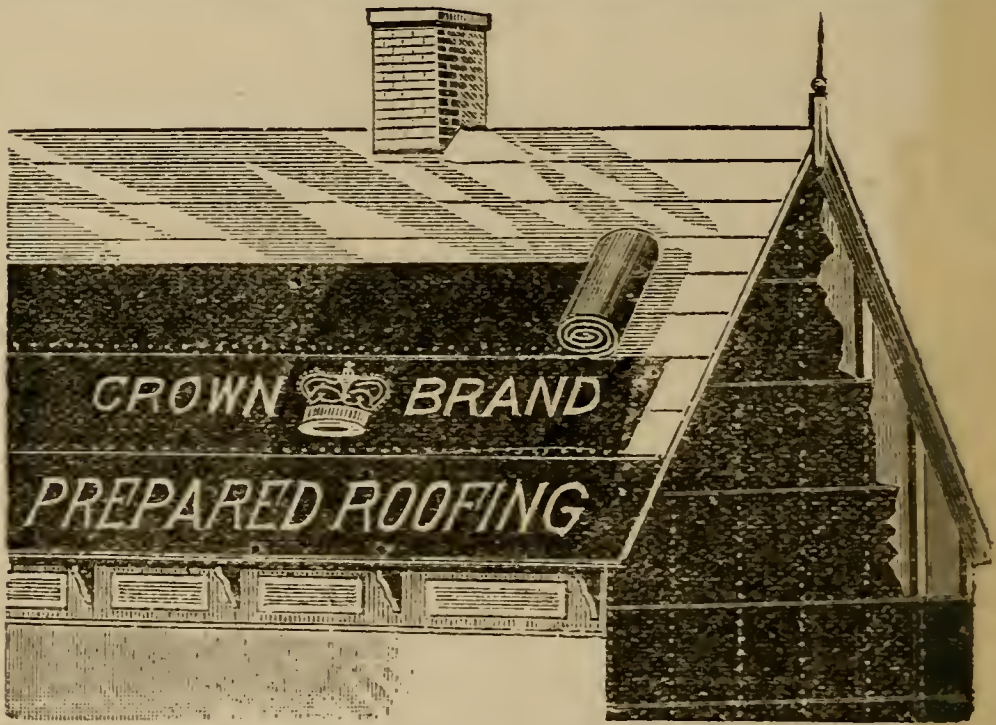
Ah, the hours of the night he can happily pass,
 He may dream of the summer, the flowers and grass,
 There is no fire to build,
 For, to his task skilled,
 He will lie in his bed and turn on the gas.—*Ex.*



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ALLEGHENY CITY, PENN'A.



HOW TO SEE THE CITY.

The first thought on coming to see the city is the magnitude of the undertaking, if it is desired to get even a fair idea of the immense manufacturing interests that are carried on within its borders, or of the many points of interest that are to be found here. Especially if the time is limited the difficulties presented are greater, and greater is the need to take advantage of the information given in a guide like this, that will carefully point out when and how to see what there is worth seeing. Nothing is more vexing to one where time is limited than to go miles to see some object of special interest, only to find on arrival there that the hours of admission have passed, and perhaps a half day's time has been wasted on a fruitless errand, because of the lack of information which could have been easily learned by consulting these pages. That the visitor may not be misled, we give below a condensed outline of the manner in which the visitor may include the largest amount of sight-seeing in the way to best economize time. It is not expected that these hints will be followed exactly, but varied as the circumstances, inclinations or judgment of the reader may dictate.

FIRST DAY.—Allegheny Parks; Phipps' Conservatory (in the Parks), Davis Island Dam, Dixmont Hospital for the Insane, River-side Penitentiary, (the last three are on the P Ft W. & C. R. R.)

SECOND DAY.—Uniondale Cemetery, Western University Museum, North avenue and Buena Vista streets, Allegheny; Cyclorama, Irwin avenue, Allegheny; Soldiers' Monument; Allegheny County Work-house, (at Claremont, West Penn Ry.)

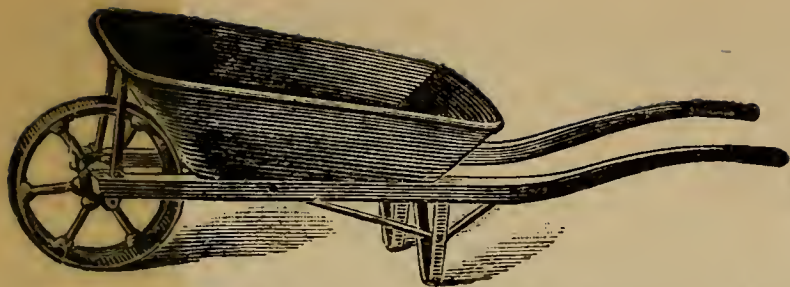
THIRD DAY.—Water Works, (Brilliant Station, A. V. Ry.); Penn Building, Penn avenue, near Seventh street; Hamilton Building, 93 Fifth avenue; Oil Exchange. 113 Fourth avenue; County Jail; Reform School.

FOURTH DAY.—Schoonberger's Nail Mills, Sixteenth street; West

Penn Hospital, Twenty-eight street ; Allegheny Arsenal, Penn avenue, near Forty-fourth street ; Allegheny Cemetery, Penn avenue.

FIFTH DAY.—Inclines on South Side ; Iron Works ; Window Glass Works ; Pressed Glass Works. East End—Deaf and Dumb Institution, Edgewood ; Wire Mills, Hawkins, (P. R. R.) ; Edgar Thompson Steel Works, Braddock.





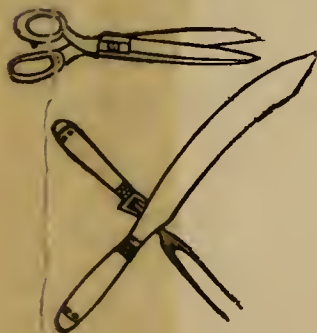
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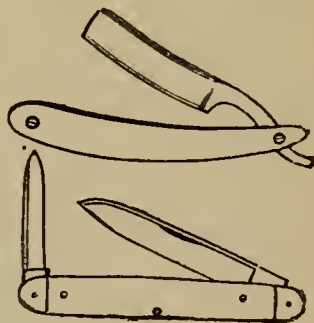
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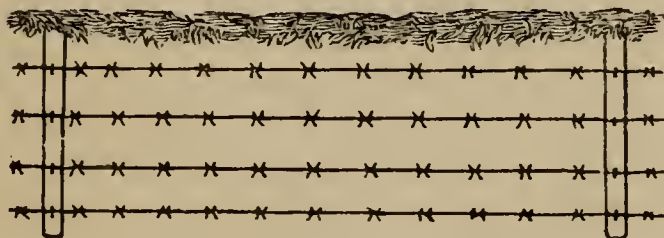


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PRINCIPAL POINTS OF INTEREST.

ALLEGHENY ARSENAL.

The only United States Arsenal in this part of the country is situated on Penn avenue, near Butler street. The Penn avenue street cars pass the gates of the Arsenal. It is open to the public from 6 o'clock A. M. to 9 o'clock P. M. The grounds were established by the Government in 1812, and contain 50 acres. Entering through the massive gateway, which is guarded day and night by a sentinel, the beautiful grounds spread out before one, and he may wander over them at will. Directly in front of him is the large stone building used as a store house, to the right are the officers' quarters, and ranging on each side of the grounds are the barracks and storehouses. Occupying prominent positions in different parts of the grounds are guns which have been captured in the different wars, silent memorials of the bravery of our soldiers in mortal combat; and though silent and useless now, the most of them bear honorable battle scars and tell their own tale. Back of the stone house are a large number of cannon, most of which are useless now, many of them having never seen service. Ranged on either side are long piles containing tons of cannon balls, which on account in the change in heavy ordnance are now useless, except as scrap iron. In the lower part of the grounds are the Government machine shops, which stand to-day practically as they were when, at the close of the war, operations in them were stopped by order of the Secretary of War. But little work is now done in them, except what is necessary to keep the machinery in order. Although now one of the most peaceful and quiet points in the two cities, during the war it was one of the most active and bustling places under the charge of the Government, being the centre of the military operations of this section of the country, and through it the immense

amount of munitions of war furnished by Pittsburgh were handled. The force stationed here consist of the officers and twenty-six enlisted men, under command of Major G. W. McKee.

BASE BALL GROUNDS.

The Allegheny base ball grounds, which have been brought into National reputation by the many games of ball the League have played there, are in Recreation Park, Allegheny, and may be reached by means of the principle street car lines passing along Sixth street, Pittsburgh, and Federal street, Allegheny. The grounds are supplied with a fine grand stand, ample free seats, and has one of the best diamonds in the country.

BRADDOCK'S FIELD.

Time has obliterated all marks to show where this celebrated battle was fought, and there seems to be but little information more reliable than tradition to tell the exact place where this boasting General, with his picked army of England's best soldiers, took their first and severest lesson in the methods of Indian warfare. It is generally conceded that the exact location of the battle was east of the town of Braddock, on or near the ground now occupied by the Edgar A. Thompson steel works, though there is neither monument or stone to mark the exact location. Among the traditions concerning the fatal day is the one that General Braddock was shot by Mr Thomas Fawsett, who was incensed at the action of Braddock in striking his brother a fatal blow because he was taking shelter behind a tree.

BRIDGES.

One of the most noticeable features of Pittsburgh is the numerous bridges connecting it with the South Side and Allegheny. Crossing the Allegheny river are eight bridges, and across the Monongahela river are five. Two of them are railroad bridges and the rest are for passenger travel. At least two of them are among the finest specimens of bridge building in the country. The one across the Monongahela river is a magnificent structure of the Pauli-truss style. It stands on seven stone piers, and has a length of 1,221 feet, the main spans being 360 feet long, and the two towers raise 160 feet above the level of the bridge, while the pathway is 61 feet above the low water mark. The

bridge across the Monongahela at the point is a fine specimen of suspension bridge building, and stands a monument to the credit of both builder and owners. The bridge across the Allegheny at Seventh street was opened in 1884, and was modeled after a famous bridge in Switzerland. Its total length is 1,100 feet, and is 42 feet wide. This and the Smithfield street bridge were built after plans of Mr. Lindenthal, and are among the few bridges of the country over which horses are allowed to go at a faster gait than a walk. All the bridges are toll bridges, the rate of toll being in most cases one cent, while part of the companies, more gallant than others, allow ladies to pass free.

BOATS AND NAVIGATION.

Among the first industries established in the town of Pittsburgh was boat building, thirty small boats having been built here in 1777. In 1798 there was built for the United States two armed boats for use on the Mississippi river. In 1811 the first steamboat to float on the western rivers was built here and used in transporting coal, freight and people into the then unknown wilds of Ohio, Indiana and Illinois. The rapid and always increasing demand for coal has been the principal impetus to the river navigation, and at the present time over 4,000 craft of various kind, from the steamboat to the flat, are employed, and annually carry nearly 100,000,000 bushels of coal down the river. The completion of the various locks and dams in the Monongahela river in 1841 made that stream navigable, while the Davis Island dam gives the cities an inland harbor at all times of the year suitable for the largest river craft, both of which improvements have added much to business done on the rivers. The advent of railroads took nearly all the passenger traffic from the rivers, though there are many who prefer the slower going packet boats that leave daily for points on the Monongahela, and, during parts of the season on the Ohio river, to the rapid transit given by the railroads, and they are well repaid for the extra time spent by the beauty of the scenery on the banks of the rivers. Though the introduction of natural gas has reduced the local coal trade to a comparatively small volume, the demand for the "black diamonds" of this field in other sections of the country has increased to such an extent that the aggregate of coal mined is increasing in-

stead of decreasing. As a very large proportion of this coal mined is shipped by water, it makes the boating interests one of the most important of any in the city. In spite of the thrusts of would-be wits, who have said that the Ohio river was a stream "frozen up one-half the year and dry the other half," and that an Ohio river boat must be constructed so that it can be run "anywhere, where it is a little wet," the fact remains, though not generally known, that Pittsburgh's river tonnage registered and unregistered, is larger than that of New York, with all her ocean and river marine, and that the tonnage of Pittsburgh is greater than that of the entire Mississippi Valley combined, the tonnage of the craft engaged in the coal trade alone being over 2,000,000 tons. The coal shipments extend south as far as New Orleans, reaching every place of importance on the Mississippi river and its tributaries. One of the busiest scenes to be found in the city is the wharf of the Monongahela river during a "boating stage" of water on the Ohio river. The hoarse shouts of men and the shrill whistling of boats while preparing the immense coal fleets, the noisy bluster of small but self-important tugs, the rapid loading of freight and the tender parting of friends, form a scene of noisy bustle, energetic business life and tender pathos only to be found on a busy river wharf.

WESTERN PENITENTIARY.

Situated at Woods Run Station, on the P. Ft. W. & C. R. R., and near the terminus of the Union street car line, is the Western Penitentiary, more commonly known as the Riverside Penitentiary. The building is a very imposing structure, and was first occupied in 1884, when the prisoners were moved to it from the old penitentiary building in the Allegheny Parks. The buildings are of stone, iron and slate, and are fire-proof. They are heated and ventilated by the most approved plan, consisting of huge blowing and exhaust fans, running day and night. When completed the building will contain 1,200 cells, and will have every known effective sanitary appliance in use. There are now completed the Warden's residence, the Administration building and the north wing, with work shop, gas works, etc., the building at present containing 640 cells. When the south wing is erected the front of the building will be 1,025 feet long. The north wing is 467½

feet long, 64 feet wide and 57 feet high, and contains 640 cells, 540 being 7x8 feet, and 100, 8½x10 feet in the clear. The central, or administration building is 90 feet square. There is a basement under the entire building. The buildings have cost up to the present time about \$1,000,000, and when done it is expected that they will cost not less than \$2,000,000. The buildings are on a plot of ground containing 18 acres, and are all brilliantly illuminated every night by natural gas torches. There are at present about 700 prisoners and about 70 guards, keepers, etc. Visitors should provide themselves with passes, which may be procured of George A. Kelly, First avenue and Wood street, James R. Reed, 439 Market street, John J. Slagle, 96 Water street, in Pittsburgh, or James McCutcheon, First National Bank, and William F. Trimble, 25 Greenwood avenue, Allegheny. Visitors are admitted daily except Sundays and holidays, from 2 to 4 P. M. Take the P. Ft. W. & C. R. R. to Woods Run Station, or the Union line of street cars.

STOCK YARDS.

Situated near East Liberty Station, and near the terminus of both the Fifth avenue and Penn avenue street car lines, are the Central Stock Yards, one of the principal live stock markets of the country. They cover fifty acres, nearly all of which is under roof. On market days, Mondays and Tuesdays of each week, the scene at the yards is one of the most bustling and animated in the city, though there is nothing at the yards to attract any except those who are interested in, or lovers of, live stock.

THE OBSERVATORY.

Situated on Observatory Hill, about 400 feet above the waters of the Ohio river, is the long low building known as the Allegheny Observatory. It is abundantly supplied with all the necessary apparatus for astronomical observation, and it furnishes the time not only for the city, but the time by which nearly every railroad between Philadelphia and Chicago is controlled. Prof. Langley, who has charge of the observatory, has already attained a wide reputation for his careful researches, and under his care it has obtained a most enviable position among scientists. Scientific men are always welcome, but the doors are not open to the general public.

NEVILLE STREET ENGINE HOUSE.

Standing without a rival in point of architectural beauty and fineness of finish is the Neville street engine house. The exterior is of pressed brick and highly ornamented. The interior is finely finished in the natural color of the wood, while all the iron work in the main room is silver-plated, every convenience being supplied the building that ingenuity could devise. The building was erected at a cost of over \$40,000, and is without doubt the finest building in the world devoted to the use of a fire department. It is situated on Neville street, near the Fifth avenue street car line, and is about 40 minutes' ride from the centre of the city.

Y. M. C. A.

The building of the Young Men's Christian Association of Pittsburgh is located at the corner of Penn avenue and Seventh street. The building was finished in 1884 at a cost of \$100,000. It contains a first-class gymnasium, a reading room and library room for evening and educational classes, and handsomely furnished parlors and reception rooms, with games, etc. The reading rooms are free, and strangers are cordially welcomed. The rooms are open from 8 A. M. to 10 P. M. each week day, and from 2 to 6 P. M. on Sundays. The Association has branches at Forty-third and Butler streets, and at corner of Penn and Collins avenues, and a railroad branch at Twenty-eighth street and P. R. R.

DAVIS ISLAND DAM.

One of the greatest hindrances to the building up of the river interests of Pittsburgh was the fact that the low stage of the water during the summer, often less than two feet, rendered it impossible to gather the coal barges as they came down the slack waters of the Monongahela river, into fleets in proper shape to take advantage in the rises in the river, in many cases the entire time of a "boating stage" of water being consumed in arranging the fleets, which would then have to wait for another rise. So great was this difficulty that Congress was repeatedly petitioned to provide a remedy, which it did by building Davis Island Dam across the river near Bellevue Station, on the P. Ft. W. & C. R. R. The point selected for the dam is six feet

lower than the river at the Smithfield street bridge, and is twelve feet high, giving a depth of over seven feet of water, forming the finest inland river harbor in the world, sufficiently large for 6,000 boats, allowing for the free movement of each. This allows the immense number of coal barges which are brought down the Monongahela river to be brought into the Ohio river and properly arranged into fleets, ready to take advantage of every rise in the river. The importance of this will be apparent when it is known that sometimes during a sudden rise in the river in the summer, from ten to twelve millions of bushels of coal leave this port in one day. The dam was completed in the summer of 1885, and opened October 7, 1885, with appropriate ceremonies under the auspices of the Chamber of Commerce. The cost of the dam is \$750,000. It is 1,223 feet long and 12 feet high. It is composed of "wickets," or gates, so arranged that they can be lowered or raised at will. On the eastern shore is the lock, the largest in the world, it being 600 feet long and 110 feet wide, inside measurement. The gates are controlled by specially arranged machinery, and so complete are all the arrangements made that the filling and emptying of the immense lock is but the work of a few minutes.

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THE INCLINES.

Surrounded as the two cities are on every side, except toward the east, by high hills, accessible only by long and steep foot paths or longer roads, the question of utilizing the large and beautiful territory on top of the hills for residences has been for many years an important one. The level ground on which the city was first plotted has long been fully occupied, and the need of more room was an imperative one. The building of the inclines has given a prompt and satisfactory solution of the difficulty. The first incline railroad ever built in any city exclusively for passenger traffic was the Monongahela Incline, on Mt. Washington, nearly opposite the Smithfield street bridge. This incline is 640 feet long, the track standing at an angle of 36 degrees, and though running since May 28, 1870, not a passenger has been injured through the fault of the company. From the top of this and the Penn avenue incline, running from Seventeenth street, are two of the finest views of the cities that can be found. The Mt. Olive Incline, from South Twelfth street, is 1,700 feet long, and last year carried nearly a million passengers. The Duquesne Incline is 793 feet long, and stands at an angle of $21\frac{1}{2}$ degrees. The Penn Incline, from Seventeenth street, extends across the P. R. R. tracks, resting on two stone piers, and its construction is considered a triumph of mechanical engineering. Though to a novice a trip up its steep tracks brings many an involuntary shudder, an earnest longing for *terra firma*, and a determination never to repeat the experiment, there is no possible danger, and the view from the top well repays the trouble. Some eight or ten other inclines adorn the hillsides of the two cities, and all do a good business.

RACE TRACKS.

Pittsburgh has two of the best race tracks in the country. The Homewood track is situated near Homewood Station, on the P. R. R., about six miles from the Union Station. It is a mile track, with ample stables, etc. Some of the best time ever made was made on this track. The Gentlemen's Driving Park, at which most of the races are held, is situated near the Point bridge, Allegheny, and has a first-class half-mile track, fine grand stand, ample stables, etc.

THE COUNTY JAIL.

The new county jail was completed this year (1887), and is the largest county jail in the United States. Every modern improvement that experience and ingenuity could suggest was made use of, and the jail is undoubtedly the best one in the country. There are 310 cells, all constructed of iron. The walls are of granite, and the entire building is fire-proof. Visitors are admitted between the hours of 9 A. M. and 12 M., and 1 and 4 P. M., on every week day except Wednesday afternoons and Saturdays. No visitors admitted Sunday.

U. S. SIGNAL SERVICE STATION.

The headquarters for the U. S. Signal Service for the Ohio Valley and adjacent sections of the country is in rooms 76 and 77 in the Schmidt & Friday building, 95 Fifth avenue. The instruments used are few and simple, consisting mainly of a barometer, thermometer and wind recorder. Visitors are admitted at any time.

ALLEGHENY COUNTY WORK HOUSE.

The Allegheny County Work House is situated at Clairmont, about ten miles from the city limits, and on the line of the West Penn railroad. The grounds and buildings are large and commodious, their present valuation being \$1,245,288.96. Visitors are admitted between the hours of 2 and 4 P. M. on Mondays, Wednesdays and Thursdays *only*, and must present a ticket of admission, which can be procured free on application to the President of the Board of Managers, August Ammon, 417 Wood street.

ALLEGHENY PARKS.

By the unintentional wisdom of the legislators of the last century Allegheny has in the central and busiest part of the city a beautiful series of parks, which are the pride of the city, and which, although having been but comparatively few years in use as parks, are already renowned for their beauty.

By Act of General Assembly, March 12, 1783, the town of Allegheny was ordered to be plotted, and among the provisions of the Act was one that one hundred acres should be reserved for common pas-

turage for the benefit of the lot owners. To this forethought of our ancestors, who could not conceive of a more valuable adjunct to a growing city than a cow pasture, Allegheny owes her parks. In 1818 the Western Penitentiary was built in the grounds, remaining until they were removed recently to Riverside. Later a portion was leased for school purposes. With these exceptions the entire tract remained devoted to its original purpose. In 1869 the work of fitting it up into parks was begun in earnest. The grounds now contain 96½ acres, and are valued at \$1,750,000, the improvements on them amounting to over \$350,000.

While all the portions of the Parks are well worthy of a visit, the principal interest centres in West Park, which contains the Phipps' Conservatory, the lakes, the music pavillion, the ornamental beds, etc.

THE ORNAMENTAL BEDS.

The ornamental bedding is one of the especial features of the Parks, they being the only ones on exhibition in the country. They are made to represent historical medallion heads, or animals, and their natural and life-like appearance has gained for the Superintendent, Mr. Hamilton, a wide reputation.

THE CONSERVATORY.

On the removal of the Penitentiary building the land occupied by it was conveyed back to the Park Commissioners, and the question arose as to what could be done with the unsightly place. This was happily answered by Mr. H. Phipps, Jr., who offered to donate \$35,000 to be used in building a new conservatory on the old Penitentiary site. This sum, together with \$2,000 accrued interest and \$4,000 worth of work done by the city, allows the construction of a \$40,000 conservatory, which will be finished early in the fall of this year (1887), and will be open to the public every day. Superintendent Hamilton has a large stock of rare plants now on hand, and when the conservatory is opened up it will present a display that will compare favorably with the best in the country.

SOLDIERS' MONUMENT.

Occupying a prominent position in the Parks, on Monument Hill, and within view of the greater part of the two cities, stands the

Soldiers' Monument. It can be reached by a foot path from Irwin avenue. The top of the hill has been graded for its reception, but nothing further has been done to beautify the surroundings. The monument was built by the Ladies' Allegheny County Monumental Association, at an expenditure of about \$36,000.

CEMETERIES.

Of especial interest to the stranger are the cemeteries of a city, holding, as they do, the tender and sacred memories and the evidences of the regard and esteem of the living to the memories of those who are gone. The regard of the living for the dead is shown in the various monuments erected to their memory, and not an unfair estimate of the wealth and liberality of the city of the living may be had by a visit to the "City of the Dead." Of the dozen or more cemeteries of Pittsburgh and vicinity, the three largest are Allegheny, Homewood and Uniondale.

The Homewood Cemetery, which can be reached by a half-mile walk from Homewood Station, on the P. R. R., is comparatively new, but possesses much beauty of landscape and many noteworthy monuments.

The Uniondale Cemetery, the entrance to which is near the terminus of the Pleasant Valley street car line, is the principal cemetery in Allegheny, and contains, on a commanding site near the entrance, one of the finest monuments in the two cities, it alone being well worth a visit, while many other interesting monuments and bits of scenery may be found near.

ALLEGHENY CEMETERY.

The principal cemetery of the two cities, and the one around which cluster the greatest interests and memories is the Allegheny Cemetery. It is situated in the Seventeenth and Eighteenth wards. There are two entrances, one on Butler street and one on Penn avenue, both entrances being on the lines of the Citizens' Traction Company, which may be taken at any point on Penn avenue. This cemetery has gained a reputation for beauty second only to the celebrated Greenwood cemetery of New York, and it is well worth a visit from the stranger. The grounds are the third in size in the United States, con-

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taining almost 300 acres. A constant succession of high hills, deep and beautiful valleys, covered by majestic trees, and traversed by roadways winding in and out among the hills, in nearly every case at a gentle grade, and all most carefully cared for, all combine to give glimpses of natural scenery and of nature beautified by art, that cannot be found in any other grounds in the country. Besides its natural beauty, here also will be found many places of interest to visitors in the graves of persons of national reputation.

If the visitor enters by the Butler street entrance (which is nearer to the principal points of interest) one of the first monuments of note to be seen will be that of Rev. Chas. Avery, the famed philanthropist. This monument was erected to his memory in 1860, at a cost of \$18,000, which was paid by private contributions, largely from the colored race, in memory of a life spent in their behalf, and was at the time one of the finest private monuments in the United States and yet stands with scarcely a rival as one of the grandest tributes to departed worth in this country. It is embellished on the north side by a full length allegorical figure of Charity, a female with infant child; on the south side by a figure of Justice, blindfolded, with scales and sword; on the west side is a tablet in *bas relief* representing Mr Avery with a group of negroes, some in nude barbarism, others as educated and refined, with "Avery College" in the background and a ship in the distance, to which Mr. Avery points, as bound for Africa, with missionaries on board educated by his bounty and sent to carry the gospel to the colored tribes of Africa. The material is pure statuary marble, imported from Italy especially for this monument. The pedestal, twenty-four feet high, is surmounted by a colossal statue, nine and a half feet high, which is a perfect likeness of the living man, and of rare excellence as a work of art.

Near this monument is one in honor of Gen. Alexander Hayes, one of the best known Generals in the United States Army. But a short walk from this, near and on Section 8½ are, in close proximity, a collection of as magnificent and expensive monuments as can be found on the same space in any cemetery in the country. Among the best monuments in this section are those to Porter, Laughlin, Reed, Rook, O'Neill, Vandergrift, McKelvey, Miller and others. Near these

is also the monument erected by the Allegheny Cemetery in honor of Commodore Barney and Lieutenant Parker, of the U. S. Navy. On section 21 a plain monument marks the grave of Stephen C. Foster, author of "Old Folks at Home." He was born on the day that ex-Presidents John Adams and Thomas Jefferson died, July 4th, 1826, and living here amid the smoke of Pittsburgh he gave to the world his beautiful melodies that have thrilled the souls of millions and built him a monument in the hearts of the people more lasting than marble or granite-spire. As is not uncommonly the case others reaped a large share of the profits from his publications, so that although the combined circulation of the printed copies of the "Old Folks at Home," "My Old Kentucky Home," "Willie, We have Missed You," "Massa's in the Cold, Cold Ground," "Ellen Bayne" and "Old Dog Tray" exceeded one million copies, yet he received but meagre returns from them, and died in comparative poverty. Among the other places well worthy of a visit is the Receiving Vault (one of the finest ever built) and the Moorehead Mausoleum, while many other expensive monuments will be seen. Of soldiers who lie buried here are the graves of Gen. Alexander Hays, Gen. C. F. Jackson, Col. Jas. H. Childs, Col. O. H. Rippey, Col. Samuel W. Black, Major Albert M. Harper, and nearly twelve hundred of their brave comrades.

PUBLIC LIBRARIES.

Of public libraries the city has two—the Mercantile Library, at the corner of Penn avenue and Sixth street, which is open daily from 9 A. M. to 6 P. M.; and is free to strangers; and the Young Men's Christian Association Library and Reading Rooms, at the corner of Penn avenue and Seventh street. This Library is an exceptionally good one, and the reading room is supplied with all the leading periodicals and papers. The rooms are open daily except Sunday. Strangers are made welcome.

Aside from these are several good libraries connected with different schools and colleges. So earnest has been the push and hurry of our business men that the attention to this branch of public education has not been what it might. This deficiency, however, will be one of short duration now, as there is scarcely a question but that

within a short time the two cities will boast of two of the finest library buildings and, as fast as they can be gotten together, the finest libraries that are owned by any cities of the same size in the country. This result will be brought about through the liberality of Mr. Andrew Carnegie, who has presented to Allegheny the sum of \$250,000 for the erection of a library building. The work on the building has already been commenced and will be pushed forward as fast as possible. The new building will be situated on the public square and will be of stone and granite, and fire-proof. Mr. Carnegie has also made the city of Pittsburgh the offer of \$500,000 to be devoted to a public library, and the offer will be accepted and the building erected as soon as legal difficulties now preventing can be properly arranged.

GOVERNMENT BUILDING.

On Smithfield street, between Third and Fourth avenue, is situated the pile of granite that it is expected will materialize into the new Postoffice and Government building. Although something over twelve years has passed since it was begun, so little progress has been made that it can be called little more than a pile of granite. The building, when finished, will be a credit to the city.

ELECTRIC RAILROADS.

The application of electricity as a motor power on street-car lines is yet in its infancy here, but so rapid is its growth that no account written now would truthfully represent this interest three months hence. There are at the present time three lines in process of construction—two on the Southside and one on the Perrysville Plank road in Allegheny. The aggregate length of these roads will be about fifteen miles. Those on the Southside, which will be finished first, and can be reached by the Birmingham street-car line. These roads are the pioneers in electric roads in this section, but so sanguine are the people of their ultimate success that already charters have been secured by several street-car lines now using horses to change their lines so as to use electric motors, and are only waiting until those now building shall be in successful operation before making the necessary alterations, and the promise is made that in a very few years the patient but slow going mule will have served his day as a motor for

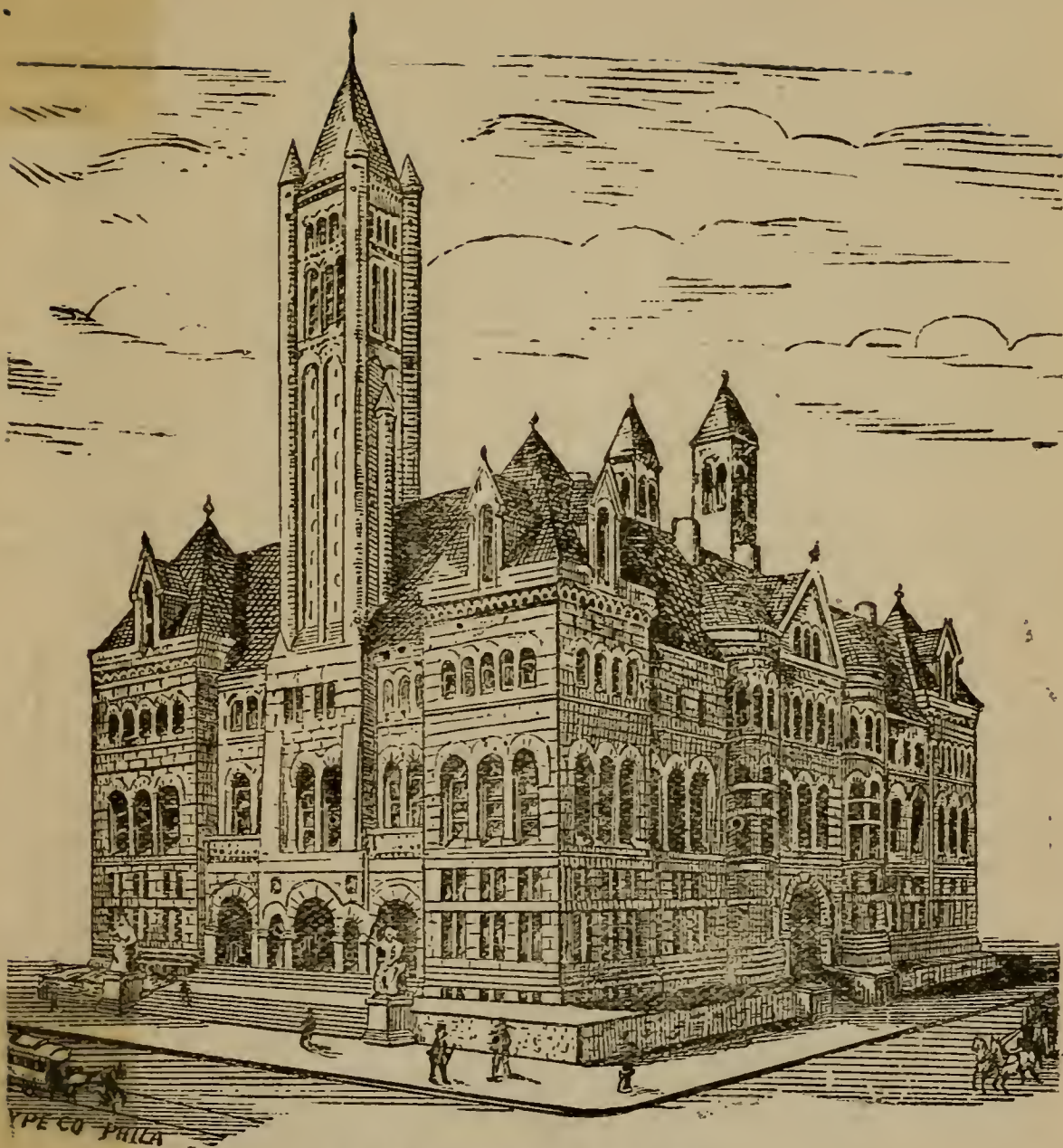


MUNICIPAL HALL.

street cars. The benefit that this will be to the people of all classes will be incalculable. With the present slow methods of communication the people are forced to live near where their work is located, where a few minutes' walk or a short ride in the street cars will carry them to and from their daily toil. This has resulted in the large tenement houses and the crowding of dozens of families into space too small for one, and the consequent breeding of vice and disease. With the completion of the electric and cable roads, the available territory for homes that shall be within a half hour's ride of the center of the city will be increased a hundredfold, and as the policy has been and is to build up the suburbs in the form of cottages, each for the occupancy for one family only, the result will be the relieving the pressure from overcrowded tenement houses and separate homes for every family who wishes it and the elevating in equal proportion the moral tone of the laboring classes.

THE NEW COURT HOUSE.

One of the most striking features of the city and one that will attract the stranger is the massive pile of granite that is fast nearing completion, and that will, when finished, be used as the Court House for Allegheny county. Standing on high ground and itself a massive pile of iron and granite, towering high above all surrounding buildings, it is by far the finest specimen of architecture that can be found in the city. The architect, in laying his plans, has combined the experience to be gained from an examination of all buildings of the world used for similar purposes, and while the interior is complete in the minutest detail, he has combined massiveness and symmetry in such a happy manner that the finished building stands without a rival in general appearance. The building is bounded by Grant, Diamond and Ross streets and Fifth avenue. It is 208x306 feet, three stories high, with a basement twelve feet high. It is built in the form of a square with a large court in the center for light and ventilation. Around the court on the first floor is a wide corridor opening into the various offices. The rooms on the first floor are to have a wainscoting seven feet high of polished Knoxville marble, and the whole building will be finished in the finest and most substantial manner. The roof of the building is of Akron tile laid on an iron truss frame



NEW COURT HOUSE.

and secured by copper wire, the apex of the roof being sixty-five feet above the masonry. Surmounting the building is the tower, 425 feet high. The main attraction of the interior will be the grand staircase, which is of blue stone and Indiana limestone, and is sustained by a labyrinth of stone arches. When completed the cost of the building will be over \$2,250,000. Connecting it with the county jail and extending over Ross street is a bridge modelled after the famous "Bridge of Sighs," of historic renown. This is used for conveying prisoners to and from the jail and is one of the most striking features of the building. The entire building is of granite and is as near fire-proof as it is possible to make a building, as there is no combustible material in it except the inside furnishing of the rooms. The heating and ventilation of the rooms are under perfect control at all times. The heat, by means of immense furnaces, and the ventilation by means of immense fans with which pure air is drawn into the building from the top of the tower high above the smoke and dirt of the city. When the new Court House is finished Allegheny county will have, with one exception, the finest court house and jail in the United States.

THE CABLE ROADS.

The work of changing the Pittsburgh Traction Company's line on Fifth avenue is being prosecuted as fast as possible and the magnitude of the work can only be realized by those who visit the road and examine the many methods used to make a roadbed that shall be as firm as though carved from a solid stone. Probably in no work, public or private, that has ever been done in the city has there been so thorough and careful work done. The work was begun early in the summer of 1887 and will probably not be completed before the middle of next summer, and will cost when completed over one million dollars. The power houses, of which there will be two, will be located at Washington street, furnishing power for the line from Oakland to the center of the city, and the one at Oakland for the balance of the road. The building at Oakland will be one of the finest in the city, occupying a full square, and when done will be one of the most interesting places in the city to visit. The road will be over five miles long, with double track all the way, and it, in connection with the



PENN BUILDING.

Citizens' line on Penn avenue, will be a formidable competitor of the Pennsylvania Railroad for the suburban passenger traffic.

THE CITIZENS' LINE.

The work of changing the Citizens' Traction Company street-car line to a cable road will not be commenced till the opening of the spring of 1888, but it is expected that the work will be pushed so vigorously that it will be ready for travel as soon as the Pittsburgh Traction Company's line. This line will be over six miles long, extending from Sixth street and Penn avenue to the East End, and on Butler street from Thirty-third street to the Sharpsburg bridge. The completion of these two roads will open a very large extent of territory which, with the rapid transit they will afford, will be available for residences, especially for the working classes, and will afford relief for the thickly crowded tenement houses in the thickly inhabited part of the city, giving all who are disposed to have it, a home, with at least a small plot of grass surrounding the house.

WESTERN UNIVERSITY OF PENNSYLVANIA.

"It has been over sixty years since the University began its history. It was chartered in 1819. It was not, however, till 1822 that its trustees and friends assembled to inaugurate its first Chancellor, or Principal, as the head of the Faculty was then called. * * * * * Since that time the University has had an eventful history. Then it had but the poor accommodations of a rickety building on Cherry alley that had been used by the old Pittsburgh Academy, out of which the University grew. Its friends, in their fresh zeal, with some help of the State, soon provided a building worthy of it, erected on Third street, extending from the corner of Cherry alley to near Smithfield street, for the time one of the most imposing public buildings in the city, or anywhere in the West. From that home it was driven by the great fire of 1845, which swept over that part of the city, leaving nothing behind it but piles of smouldering ruins. Its next home, not so pretentious, but suitably commodious, erected on the corner of Duquesne Way and Fifth street, was destroyed by the fire of 1849."—*From an Address by the late President of the Board of Trustees, Rev. D. R. Kerr, LL.D.* This latter fire caused such discouragement to

the Board of Trustees that a suspension of exercises was ordered till 1856, when a new building was erected and a new faculty organized, under the management of Rev. John F. McLaren, D.D. From the beginning the members of the Board of Trustees have been representative men, including such names as George Stevenson, the first President of the Board; Francis Herron, Joseph Stockton, Robert Patterson, Morgan Neville, Henry Baldwin, Alexander Breckenridge, William Wilkins, Walter Forward, Hannor Denny, Peter Mowry, William Robinson, Jr., John M. Snowden, Joseph P. Gazzam, George Upfold, Luther Halsey, John T. Pressley, Robert C. Greer, Walter H. Lowrie, Charles Avery, Abishai Way, Henry D. Sellers, Cornelius Darragh, Wilson McCandless, Thos. F. Dale, James R. Speer, Wm. Hunter, Thomas M. Howe, J. K. Moorhead, Matthew Simpson, E. M. Van Deusen, David R. Kerr, W. D. Howard, James Park, Jr., William Thaw, Chas. J. Clarke, Alex Bradley, Alex Ninnick, J. B. Scott, and many others associated with or succeeding them. From this Institute have graduated those whose names form a long and honorable list, from which we venture to take the following: Hon. Daniel Agnew, Chief Justice, and Hon. Walter H. Lowrie, Justice of the Supreme Court of Pennsylvania; Hon. Wilson McCandless, Judge of the U. S. District Court; Judges Joseph Buffington, Thomas Mellon, Christopher Magee, John H. Bailey; Hon. Cornelius Darragh, M. C., Hon. S. J. R. McMillan, U. S. Senator, Hon. Wm. W. Irwin, Hon. Robert B. Carnahan, Col. Samuel Black, Hon. John C. Newmeyer; Rev. Drs. A. W. Black, James Rodgers, David Steele, Thomas Sproul, Richard Lea, James Prestley, David R. Kerr, Alex Young, Audley Browne, J. G. Brown, David T. Carnahan. Joseph Horner, C. A. Holmes; among physicians, Edward D. Gazzam, John Roseburg, James H. Smith, Robert Simpson, Robert B. Mowry, James B. Herron, J. M. Duff.

The University occupies, for the present, the greater portion of two large buildings, 133 and 204 North avenue, Allegheny; possesses, by bequest, the valuable private library of the late Robert Watson, Esq., together with its former library and collection of works of reference pertaining to the departments of physics, chemistry and engineering; has also a reading room, supplied with the most valuable of

the current literature of the day; and besides owning many valuable minerals, wards, casts, etc., is fairly supplied with apparatus for the study of chemistry, physics and engineering. It is also the owner of the "Allegheny Observatory," made famous by the well known Dr. Langley, at present acting Secretary of the Smithsonian Institution, at Washington. D. C. The Pleasant Valley cars, starting from the Pittsburgh postoffice, pass the University buildings every five minutes.

THE EAST END.

No part of the city is more worthy of an extended notice than the East End, containing in its five wards considerably over one half of the territorial extent of the city, and includes among its residents representatives of much more than one-half of the wealth of the city, its population being over 35,000. The entire section seems to be, by common consent, dedicated to the residences of the capitalist, manufacturer and merchant and the better class of employees in the city's mercantile and industrial institutions. The rapid growth of the business interests of the city has made the demand for more room imperative, making it necessary to seek other places for homes. A slight study of the topography of the city will show that, shut in as the old city is by surrounding hills, limiting its growth in every direction except towards the east, the value of this part of the city for residences was early recognized and promptly taken advantage of. The completion of the Pennsylvania railroad in 1854 gave the first impetus to this portion of the city and every added local train has been an additional incentive to locate in the East End. The growth has been continuous and rapid, until now, the railroad company is compelled to run over forty long passenger trains daily each way to accommodate the trade, while two street-car lines run cars at intervals of fifteen minutes, and even then there is call for means for better and more frequent communication with the business center of the city. So urgent is this call that the street car companies are changing their roads to cable roads as fast as possible, with prospects of having them finished by the middle of the summer of 1888.

Situated nearly in the geographical center of the East End is the business center known as East Liberty, once a borough, now the finest part of the city. It is the terminus of both street car lines and has in its center East Liberty Station, on the Pennsylvania Railroad, and numbers among its residents some of the most wide-awake and progressive business men in the city. It has a local paper, the *East End News*, devoted exclusively to its interests, and the East End is making by far the most rapid growth of any part of the city. Nestled here in the valley and on the hills surrounding East Liberty are the homes of the wealthiest and best known of Pittsburgh's citizens. With an almost unlimited territory to build over, there is but little crowding of houses together, the home of the most humble tenant having a plot of green around his house, while the houses of the wealthy are often surrounded by acres of well kept grounds. The universal use of natural gas for fuel banishes the smoke and soot usually to be found in a thickly settled community and gives the clearest, purest and finest atmosphere to be found in any suburb of like population. The ground is rolling, forming a natural drainage which is being supplemented by an extensive system of sewers.

The visitor who carefully investigates will readily find that in attractiveness for a suburban home and in probable increase in values there are few places that offer as great advantages to those seeking either for homes or for investment. The visitors here should provide themselves with a carriage and ride over the principal streets. To an admirer of beautiful homes such a drive will well repay the trouble and will reveal to him homes and grounds that can be excelled in but few places. The visitor should drive over Hiland avenue and parts of Penn avenue, Fifth avenue, Ellsworth avenue, Shadyside, Forbes street, and if time permits, many of the other streets.

MUNICIPAL HALL.

Municipal Hall, standing on Smithfield street, near Fifth avenue, is a handsome structure of cut stone, occupying a lot 120x110 feet; the tower of the building is 175 feet high and contains a large clock and the fire alarm bell. The ground on which the building stands cost \$100,000, and when completed the building cost \$700,000.

At the head of the first flight of stairs is placed the stone first put over the door of the old Block House. From the balcony just under the great bell, and over one hundred feet from the ground, an excellent view of the business portion of the city can be had. The balcony is easily reached by taking the elevator to the upper floor and ascending three flights of stairs.

THEATRES.

Of its theatres the city may well be proud. The Grand Opera House is one of the finest in the country, its finishing and furnishing being the finest. But little behind it in beauty of interior is the Bijou Theatre, on Sixth street, which was newly finished this year. Harris' Family Theatre is one of the most popular play houses in the city and presents good plays at popular prices. Harry Williams' Academy of Music is devoted principally to a lighter class of plays and is well patronized by those wishing to see the serio-comic side of life portrayed. The theatres open to the public regularly are as follows:

Grand Opera House, 92 Fifth avenue, below Smithfield street

Harris' Family Theatre, 94 Fifth avenue, below Smithfield street.

Bijou Theatre, 19 Sixth street, near Penn avenue.

Academy of Music, Liberty street, between Smithfield and Wood streets.

Casino Museum, Fifth avenue, near Wood street.

OIL EXCHANGE.

The Pittsburgh Oil Exchange on Fourth avenue, near Smithfield street, is the centre of speculation in the city. It is open for the transaction of business from 10 A. M. to 3 P. M. Strangers are admitted to the "visitors' gallery" at any time, and can usually gain admittance to the floor for the day, on application to the President or any member of the Exchange. Members of other Exchanges have the privileges of the floor at any time. A "stock call" for the sale of all classes of securities is held daily at 11 o'clock A. M., and 3 o'clock P. M.

HOSPITALS AND DIXMONT ASYLUM.

Among the large number of hospitals affording ample accommodations for those needing hospital care, the Homeopathic Hospital, 146

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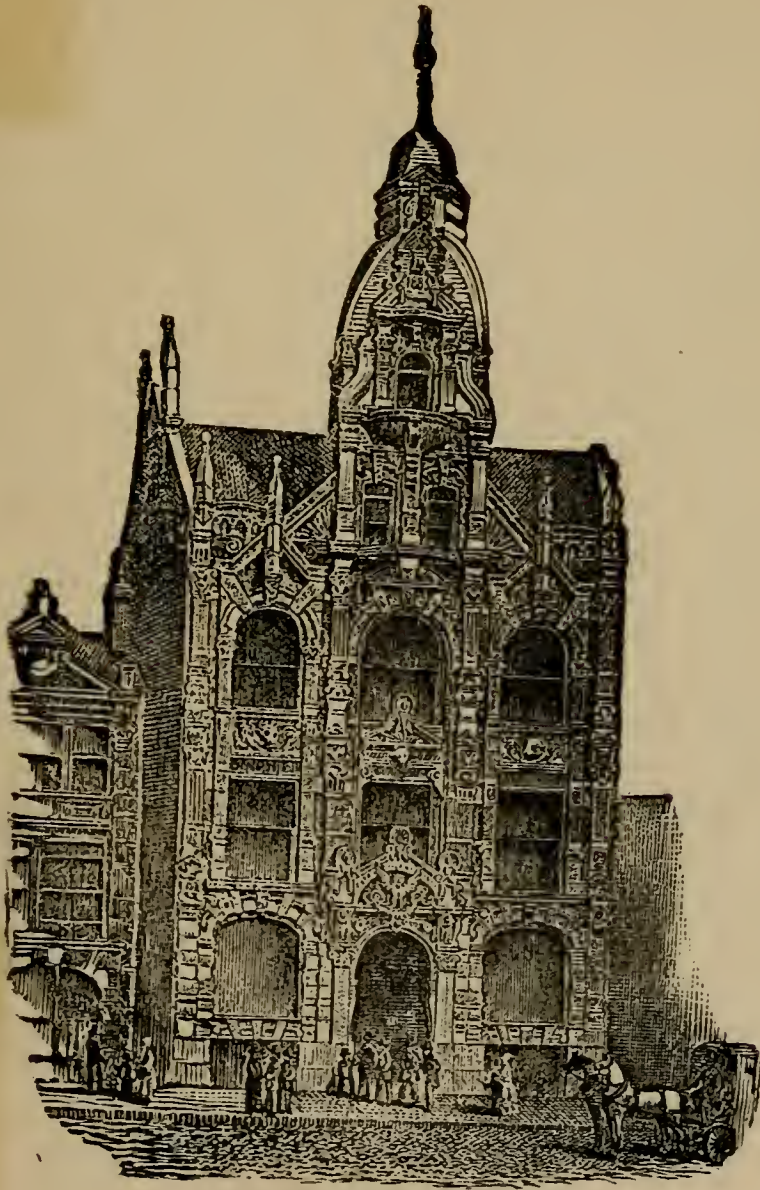
Second avenue, and the West Penn Hospital on Twenty-eight street occupy prominent positions. The West Penn Hospital was under the care of the United States during the war, and at its close was the recipient of an endowment fund from the "Pittsburgh Sanitary Soldiers' Home," of \$200,000 on condition that it receive and care for, without charge, all discharged soldiers of the armies of Western Pennsylvania needing hospital care, a trust that it has always been faithful to. Connected with and a part of the Western Pennsylvania Hospital is the insane department, or what is better known as the Dixmont Insane Asylum. It is situated on the P. Ft. W. & C. R. R., eight miles from Allegheny. The grounds comprise 379 acres and the building has 400 rooms. It is 700 feet long, is fire-proof, and is well supplied with fire-escapes. There are 23 wards, the rooms in each ward being connected, and if need be can be thrown together, each ward being connected by electric wires and annunciators with the office. An abundance of water is supplied by water works erected expressly for the asylum, while gas works supply a good quality of illuminating gas. The building is heated by a system of steam pipes, and an abundance of natural gas supplies all the furnaces, so that not a pound of coal is used. Visitors are admitted to inspect the Institution on any day, except Sunday, between the hours of 10 A. M. and 12 M., and between 2 and 4 P. M.; but no visitor will be admitted to the wards occupied by patients, without express permission from the Superintendent; and especial care is taken that no amount of visiting is permitted that shall prove injurious to the patient. No visitors admitted on holidays.

In addition to these there are several other hospitals, asylums and "homes" in different parts of the city, the most of which are open to visitors on application to their offices. The following list includes nearly all of them:

Mercy Hospital, Stevenson street, near Bluff street and Fifth avenue street car line. General visitors admitted any day between the hours of 9 to 12 A. M. and 2 to 5 P. M.

Western Pennsylvania Institute for the Deaf and Dumb, at Edgewood Station, P. R. R. Open to visitors every Wednesday.

Pittsburgh Infirmary, corner of Roberts and Reed streets. Estab-



OIL EXCHANGE.

lished January, 1848; chartered 1850. Visitors admitted at any time between 10 A. M. and 4 P. M.

Allegheny General Hospital, 37 to 39 Stockton avenue.

The Pittsburgh Free Dispensary, 78 Sixth avenue. Open daily.

Colored Orphan Asylum, situated on Greenwood avenue and Ohio river, Allegheny.

Home for the Friendless, 22 Washington street, Allegheny. Under the charge of ladies; its object being to receive and care for homeless children.

Widows' Home and Tenement House, Taylor avenue and Webster street, Allegheny.

Allegheny Day Nursery, Walker and Windsor streets.

Protestant Home for Boys, Anderson and Robinson streets, Allegheny.

Episcopal Church Home, Penn avenue, opposite Arsenal grounds, on line of Penn avenue street cars.

Home for Aged Colored Women, Kirkpatrick street, near Centre avenue.

Pittsburgh and Allegheny Protestant Orphan Asylum, corner Ridge and Grant avenue, Allegheny.

United Presbyterian Orphans' Asylum, corner Jefferson and Monterey streets, Allegheny.

St. Paul's Roman Catholic Orphan Asylum, Tannehill street, near Wylie avenue street-car line.

Home of the Good Shepherd, Troy Hill, Allegheny.

Home for Aged Protestant Women and Home for Aged Protestants, Wilksburg, on P. R. R. Visitors admitted every Thursday.

Temporary Home for Destitute Women, 929 Penn avenue, on Penn avenue street-car line.

Children's Temporary Home, 96 Washington street.

Newsboys' School, 15 Old avenue.

Christian Home for Women, 133 Locust street, Allegheny.

St. Joseph's German Orphan Asylum, Troy Hill, Allegheny.

Home for the Aged, corner Penn avenue and Rebecca street, East End, on Penn avenue street-car line.

House for the Little Sisters of the Poor, 30 Washington street, Allegheny.

House of Industry, Washington street, near Cedar avenue, Allegheny.

St. Francis' Hospital, Forty-fourth street, near Butler street, on Penn avenue street-car line.

St. Michael's German Catholic Orphan Asylum, Pine and South Sixteenth streets, Southside.

PROMINENT BUILDINGS.

During the regime of soot and smoke in this city there was little encouragement for those who would add beauty of design to utility in the construction of the business blocks, while the difficulty in making the upper floors remunerative prevented the erection of high buildings, but with the advent of natural gas the thralldom of smoke was passed, and in its place came the possibility of beautiful architecturally designed buildings, lasting for years undefiled by the black pall that heretofore had hung over everything.

The practical application of elevators to our larger buildings demonstrated that the sixth, seventh and eighth floors were as desirable for many purposes as those nearer the ground, and solved at once the question of our unlimited supply of office rooms. The effect of these two improvements were evident almost before their utility and permanence were established, and as a result we have now such buildings as the Hamilton building, the Schmidt & Friday building, the Penn building, towering high above surrounding business blocks, that at one time were considered to be too high to be of practical value. So evident were the advantages of higher buildings that older buildings, whose growth had been completed for years, awakened from their sleep, and taking on new life, now rear their heads to nearly double their former height, as in the case of the Renshaw building, the First National Bank building, and many others. There are many buildings worthy of the attention of the visitor, so many, in fact, that without wishing to slight any we can only mention a few:

THE HAMILTON BUILDING.

The Hamilton building, at 95 Fifth avenue, ever since it was finished, has justly been a favorite place for visitors, both on account of

the beauty of the workmanship and finish of the building, and also from the fact that from the balcony on the tower was to be seen one of the finest views of the city to be had anywhere. The building is eight stories high, and from the eighth floor access is easily had by two flights of stairs to the balcony, where from a carefully guarded platform 135 feet from the pavement below, the visitor could stand and look out over the largest part of the city's mercantile and business houses, and at a glance form some idea of the business interests clustered around the junction of the two rivers. The building was, with the exception of the first floor, devoted entirely to offices, and was the finest office building in the State. In July of the present year, (1887), the building caught fire and was completely gutted, little remaining but the brick walls. The work of rebuilding was begun as soon as possible, and it is expected that early in the spring of 1888 it will be again ready for occupancy. When finished, admission to the tower can be had by application at the office.

THE PENN BUILDING.

This building, at 706, 708 and 710 Penn avenue, was finished in the spring of 1887, is eight stories high, and in exterior and interior beauty is one of the finest buildings in the city. The handsome court in this building, with its handsome wood and brass railing surrounding the balcony on each floor, gives the finest interior effect that can be found in any building in the city.

THE SCHMIDT & FRIDAY BUILDING.

This eight-story building, standing adjacent to and a fit companion of the Hamilton building, was built at the same time, and although not so finely furnished interiorly, it justly holds rank among the finest buildings in the city.

THE PHILADELPHIA COMPANY'S BUILDING.

This building, situated at the corner of Ninth street and Penn avenue, is now in process of construction; but when done, it is expected that it will be the finest business block in the city. It is constructed of brick, granite, iron and tile and every effort is being made to make it fire-proof. The partition walls are made entirely of brick, the floors are of tile laid on iron girders, no wood being used except in doors and

window frames. The building will be nine stories high, and will be devoted to the use of the Pennsylvania Gas Company's offices.

FARMERS' BANK BUILDING.

The building occupied by the Farmers' Deposit National Bank, at 66 Fourth avenue, was erected for their exclusive use, is in point of finish the handsomest building in the city. The front is of iron and polished granite, massive in appearance and very handsome.

CHAMBER OF COMMERCE.

The Chamber of Commerce, at the corner of Wood street and Diamond alley, is noted for its massiveness and beauty of its exterior. The front is of iron and stone, handsomely ornamented and finished.

OTHER BUILDINGS.

Among the other business blocks noted for their size or finish are the following :—

Pennsylvania Freight Depot, Penn avenue and Eleventh street.

Stevenson Building, 43 and 45 Sixth avenue.

Singer Building, 111 Fourth avenue.

Patterson's, Penn avenue and Sixth street.

Library Building, Penn avenue, near Sixth street.

Kauffman's, Fifth avenue and Smithfield street.

Gusky's, Market street and Third and Fourth avenues.

Eisner & Phillip, Fifth avenue and Wood street.

Dollar Savings Bank, opposite Oil Exchange, Fifth avenue.

Jenkins', Liberty avenue, near Fifth street.

Marvin's; Liberty avenue, between Fourth and Fifth streets.

Groetzingers, Penn avenue, near Seventh street.

Bakewell Law Building, Grant and Diamond streets.

Bissell's Seventh avenue and Smithfield street.

Boyle's, 25 Federal street, Allegheny.

McClintock's, 510 to 515 Market street.

McCance, Seventh avenue and Smithfield street.

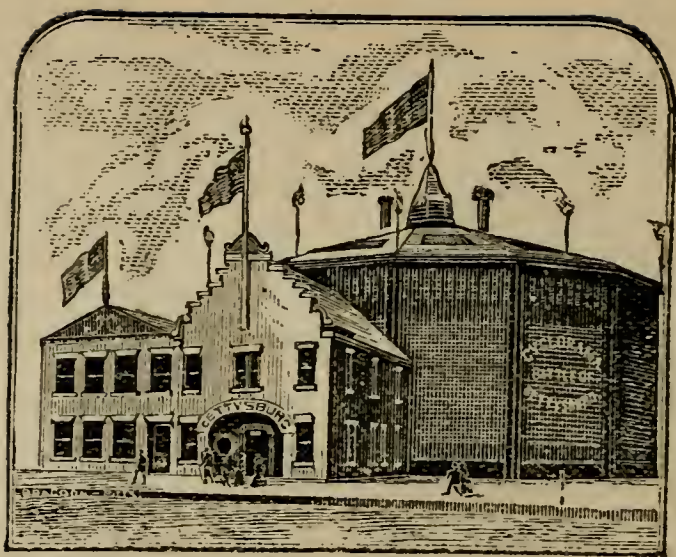
Coal Exchange, 134 Water street.

Lewis Building, Sixth avenue and Smithfield Street.

Renshaw Building, Ninth street and Liberty avenue.

Power Hall, Diamond street.

CYCLORAMA.



No one should leave the city without a visit to the Cyclorama of the Battle of Gettysburg, corner of Beach street and Irwin avenue, Allegheny. Situated in a handsome building, it affords the visitor a glance of the horrors of war, and the terrible conflict that was the turning point of the rebellion, that can be gotten in no other place, and which will last in the memory for years. The Cyclorama can be reached by the street cars on Ninth street, or the Long or Short line cars on Sixth street, Pittsburgh, and Federal street, Allegheny. The doors are open from 9 A. M., to 10:30 P. M. Admission 50 cents.

EDGAR THOMPSON STEEL WORKS.

These are located at Bessimer, on the P. R. R., eleven miles from Union Station. Tickets of admission must be secured and can be had on application to the general office, 45 Fifth avenue.

Situated on the spot where Major-General Edward Braddock met his memorial defeat in 1755, is one of the most remarkable industrial expositions to be found on the continent. From the bluff overlooking the valley are to be seen four separate lines of railway, with trestle work, river bridge and tunnel; the Monongahela river, with lock and dam, steamboats, coal fleets, etc.; on the hillsides the mouths of coal pits, and, descending the steeps to the tipples at the water's edge, the railway inclines; in the valley the magnificent plant of the Edgar



The Young Men's Christian Association Building.

Thompson Steel Works, while near is the town of Braddock—the only monument to the memory of the ill-starred British General.

Coming down from the hillsides and entering the works the scene is one that beggars description. Seated on the raised platform of the converting house, where the work of changing ten tons of fluid pig iron into equally limpid steel is accomplished in fifteen minutes, the brilliancy of the view before the visitor is one never to be forgotten, especially if seen in the night, when the surrounding darkness adds brilliancy to the scene, more brilliant than any pyrotechnical exhibition ever made. The molten iron, brought in immense caldrons on a railroad one-half mile long, constructed especially for that purpose, is poured into huge egg-shaped converters ten tons at a time, suitable material added, a blast of cold air turned on, and within a few minutes—amid innumerable sparks and a blaze of light so brilliant that unprotected eyes can scarcely endure it—the mass of molten iron scarcely warm enough to pour, is, without the addition of any heat, rendered a white hot mass of steel as limpid as water, having drank of that life-giving element, oxygen, and taking on changes in a few minutes that formerly occupied days of reheating and working. The huge converter is tilted and the molten mass poured into an immense ladle, a brilliant cascade of limpid metal. At this stage of the process the interior of the converting house, with the huge cranes, the men hastening to and fro, its intense lights and dense shadows, comes as near the realization of a goodly section of the Hades of orthodoxy as it is possible to conceive. The huge ladle with its load of metal is handled by means of large cranes under hydraulic pressure, and are worked with such ease and precision that it is impossible to realize the amount of power exerted. The noise, the brilliancy of the scene and the immensity of the work done is such that the visitor can with difficulty realize that this is the normal state of affairs, but rather feels that this is the climax of months of labor.

From the converting room the visitor should follow the steel through the various processes of reheating, rolling, cutting by immense sheers, heating again, rolling into railroad iron, cutting the rails off at each end by “hot saws” of sheet steel revolving at a high rate of speed, and the final finishing of the rail. While these processes are

tame as compared with the scene in the converting room, still every part is of interest and should be seen. Two of the interesting features of the mill are that the metal, from the time it enters the blast furnaces (seven in number) until it is a finished rail, does not become cold; neither is it lifted or handled by the strength of brawny arms, but every move is made by means of specially prepared machinery made for this mill. During the whole process not a pound of coal is used, except in the blast furnaces, natural gas supplying all the fuel.

While figures are usually dry reading, a few facts relating to the plant will not be without interest. With the completion of the mill now in process of construction the plant will occupy one hundred and fifty-four acres of ground, and will have a capacity of 1,500 tons of finished rails daily. The new mill will be the largest in the world.

To keep the works running on an average output of 1,400 tons of iron and manganese and 800 tons of rails, requires the handling, by loading and unloading, of 7,920 gross tons of material daily, viz: 2,300 tons of iron ore, 1,450 tons of coke, 670 tons of limestone, 1,400 tons of pig metal, 1,000 tons of cinder, 800 tons of rails, 300 tons coal, sand, brick, moulds, refractories, etc.—a greater tonnage for these works alone than the entire cotton crop of the United States.

The total power developed in operating the entire works is about 18,000 horse power. Twenty locomotives are required to do the yard transportation. There are 28 miles of railroad track, mostly of standard gauge. The amount of grounds covered by buildings is almost 15 acres. The entire works require 20 million gallons of water every 24 hours.

THE WATER WORKS.

No place in or about the two cities possesses more of interest to the visitor than the water works, on the banks of the Allegheny river at Brilliant. They can be reached by rail on the Allegheny Valley Railroad to Brilliant Station, or, by what is much the pleasantest route, a beautiful carriage drive of one and one-half miles from the East End out North Hiland avenue to the reservoir, and from there by a steep but well-graded road down to the pumping station. The water is taken from the Allegheny river at the head of Six Mile Island, six miles from the junction of the two rivers, far above where

the sewerage of the city is emptied in the river, securing for the city the purest water used by any city in the United States, except that taken from the Kennebec river in Maine.

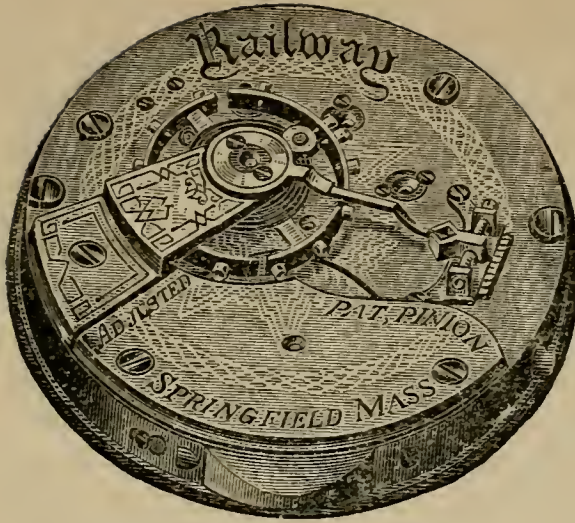
The grounds at the pumping station are handsomely laid out, with circular walks surrounding carefully kept grass plots, that contrast most beautifully with the rough and rugged scenery that surrounds the station. On entering the building the scene is one of beauty, active life, and of a power, which, though almost noiseless, is so immense as to produce a feeling of wonderment and awe, so impressive that visitors not infrequently gaze in silence at the immense machinery, or talk in whispers as they examine the different parts of it.

The engines were built after designs executed by Mr. Joseph E. Lowery, M. E., ably assisted by Mr. Schenalla. The work of construction was commenced in March, 1872, and steam was raised for trial July 23d, 1878. The subsequent difficulties that were encountered are familiar to every resident of the city at that time. Suffice it to say that as the engines and pumps now stand there is not a better or more substantial piece of machinery in the country. The cost of engines and pumps, not including foundations, boilers and buildings, was \$900,000. Engines No. 1 and 2 have a stroke of 14 feet 2 inches, the cylinders being 65 inches in the clear. The actual displacement of water is 2,000 gallons at each stroke. The average speed of the engines is eight strokes per minute. The total amount of the water pumped by the two in 24 hours is 23,040,000 gallons, which can be increased or diminished as desired by changing the speed of the engines. Engines No. 3 and four have a stroke of 14 feet and cylinders 65 inches in diameter. The displacement of water each stroke is 2,700 gallons, or 31,104,000 gallons per day of 24 hours, at an average speed of eight strokes per minute, giving a grand total of over 55,000,000 gallons of water per day, or at least double the present needs of the city. Attached to the engines are the eight plungers, each 35 inches in diameter, with a stroke of 11 feet 2 inches. On the top of each plunger is a dead weight, each weighing 254,000 pounds, or 2,032,000 pounds weight in all. These dead weights are used to balance the weight of the water in the pipes leading to the reservoir, so that the action of the engines will be steady and even. Each fly-wheel is 32

feet in diameter, weighing, with the shafts, 120 tons, each spoke and a segment of the wheel being cast in a single piece, and then the whole securely fastened together. The shafts upon which the fly-wheels turn are 20 inches in diameter. Steam is furnished for these immense engines by four batteries of four boilers each, all being heated by natural gas burning in the midst of suitably arranged fire brick, causing a countryman who had spent some time examining the fires to say, "Well, I vum! I've seen 'em burn coal, an' coke, an' wood, an' peat, an' old Ike Smith used ter burn bones mostly, but I never thought that they would ever get to burnin' brick. Say, stranger, what kinder brick are them? I'd like ter git some." "Just ordinary fire brick," answered the polite attendant, "just ordinary fire-brick. Never heard of their burning fire-brick? Why thats about the only thing they use in the grates around Pittsburgh. It beats coal every time." But whether he ever tried the experiment was never known. The consumption of coal was between 35,000 and 40,000 tons per year. By the introduction of gas over one-half of the expense of fuel is saved, besides the wages of fifteen men, one man alone doing what it before took sixteen men to attend to, and doing it much more satisfactorily. The engines are in charge of Chief Engineer James J. Brannen, and First Assistant Engineer J. A. Batchelor.

THE RESERVOIR..

Situated on the top of the hill above the pumping station, at the head of Hiland avenue, and 372 feet above the pumps, is the Hiland Avenue Reservoir. The water is forced by the pumps to the reservoir through a 50-inch pipe 3,840 feet long. The pressure on the pipes is 165 pounds per square inch at the station. The reservoir is a beautiful sheet of water, containing altogether 22 acres, the smaller part 9 and the larger part 13 acres, and are twenty feet deep, with a capacity of 217,600,000 gallons. The water is taken from this reservoir to the city through two mains, one down Hiland avenue and the other from the side next the river down Butler street and Penn avenue. Visitors are admitted to the pumping station at any time.



W. J. SARVER,

DEALER IN

**Jewelry, Silverware, Clocks,
AND OPTICAL GOODS.**

46 Federal Street, Allegheny, Pa.

Hampden Watches a Specialty.

**FINE WATCH REPAIRING. All Goods
Warranted as Represented.**

LAWRENCEVILLE.

This district is most emphatically the workshop of the city. That section of it north of Penn avenue, and extending from Sixteenth street to the Sharpsburg bridge, unquestionably contains more manufacturing interests than any other plot of ground of equal size in the United States. Lighted up with the fires of numberless furnaces, resounding with the noise of all kinds of machinery, and covered with the accumulated dirt of years of work, the entire district presents few pleasing features to one only interested in the beautiful, but to one interested in the converting of crude material into merchantable products, and who enjoys viewing the ponderous work of heavy machinery, or the almost human intelligence with which the lighter kinds of machinery does its allotted work, no part of the city presents more that is attractive or that is instructive.

SOUTH SIDE.

While justly saying that Lawrenceville is the workshop of the city, but little less can be said of the South Side. Almost the entire river frontage is devoted to immense manufacturing establishments of all kinds—iron mills, rolling mills, nail mills, glass works—occupying every available foot of ground for miles, representing millions of capital invested, and supporting the families of many thousand working men.

THE EXPOSITION.

Since the burning of the Exposition Building, with its consequent loss of an immense amount of not only valuable property but of relics and heirlooms that money could not replace, there has been occasional efforts to rebuild on a larger and grander scale than ever before, but until last year nothing definite was accomplished. Finally arrangements were completed that promised a successful issue, plans secured and work begun on the wharf of the Allegheny river near the Point Bridge. The work was stopped by legal complications, but it is expected that they will be removed soon and the buildings completed in time to hold an exposition in 1888. The buildings, as shown, will be of the latest and handsomest styles of architecture, and very substantially built. They will consist of two large buildings, one to be known as Machinery Hall and the other as Music Hall, the latter of suitable size and construction for the use of concerts, conventions, etc., for lack of which many conventions of national importance have had to go to other and less convenient cities.

MARKET HOUSE.

Of interest to those not accustomed to such scenes is the glimpse of the mingling of country and city life and the push and bustle to be seen on Diamond square and in the market house each market day—Wednesday and Saturday of each week. On the second floor of one of the dingy looking market houses is old City Hall, which, could its walls speak, could tell a tale of patriotic work willingly done and of the light and shade of the civil war that would exceed in interest any other part of the city. This was the headquarters of the commission which, during the war, cared for and fed the new recruits on their way to the battlefield, and the wounded who, maimed and suffering, were on their way to their homes, and the sick who were returning home from the hospitals at the front. The commission was supported by voluntary contributions of the citizens, and had, when the close of the war rendered their work unnecessary, a large surplus of money on hand, which was placed at the disposal of the West Penn Hospital, on conditions its door be always open free of charge to the

soldier or sailor needing hospital care. The work of the Commission is permanently recorded on the walls in two tablets, with the following inscriptions:—

PITTSBURGH
CONSISTANCE
COMMITTEE,
ORGANIZED AUGUST, 1861.
DISSOLVED
JANUARY, 1866.
SUSTAINED BY
VOLUNTARY
CONTRIBUTIONS
OF THE
CITIZENS.

409,745
SOLDIERS
ENTERTAINED
IN
THIS HALL.
79,460
SICK
AND
WOUNDED
PROVIDED FOR
AT THE
SOLDIERS' HOME.
TOTAL,
489,205.

THE REFORM SCHOOL.

This school is located at Morganza, on the Chartiers Branch of the P. C. & St. L. Ry., starting from the Union Station, or from their station on the South Side, at the end of the Smithfield street bridge. Passes will be needed, which can be procured of John Neeb, at 545 Smithfield street, H. Cram, at the office of the *Chronicle-Telegraph*, on Fifth avenue, and W. B. Lupton, 1012 Penn avenue. The buildings are large and substantial, and are located on spacious grounds. Here are sent boys and girls found to be incorrigible and beyond the control of parents and home ties, and by kindly but strict discipline and careful attention to the educational and moral training hundreds are reclaimed from sin and degradation, and have emerged to an honest manhood and womanhood, with education sufficient to enable them to secure an honorable position in the community.

ELECTRIC LIGHT.

One of the more recent additions to Pittsburgh's industries is the manufacture of electric light appliances of all kinds, carried on by the

Westinghouse Electric Light Company, which gives employment to about 3,000 men, and is the largest place of its class in the world. There is being completed now an electric light plant on Broad street, in the East End, near East Liberty station on the P. R. R., and near both the Fifth avenue and Penn avenue street car lines, that when completed will be the finest, though not the largest plant of the kind in the country. It is fitted with the new alternating system, and on the latest and most improved plans that ingenuity could discover. There are two 150-horse-power engines and five smaller ones, with a combined capacity of 50,000 incandescent lights. So complete are the arrangements that should a breakage to any part of the machinery occur, the engine or dynamo, as the case might be, could be lifted from the floor and a duplicate, (kept on hand expressly for that purpose,) be put in its place and be running within a very short time. The main electric light plant supplying the city proper, is on Virgin alley, near Smithfield street.

THE COKE INTERESTS.

The visitor wishing to investigate the coke interests would do well to take the train on the P. R. R. and visit the Connellsville Coke Region, the largest coke producing section to be found in the world. The offices of two of the leading operators can be found in the city—the H. C. Frick Coke Company at 104 Fifth avenue, and the Connellsville Coke Company at No. 5 Sixth avenue.

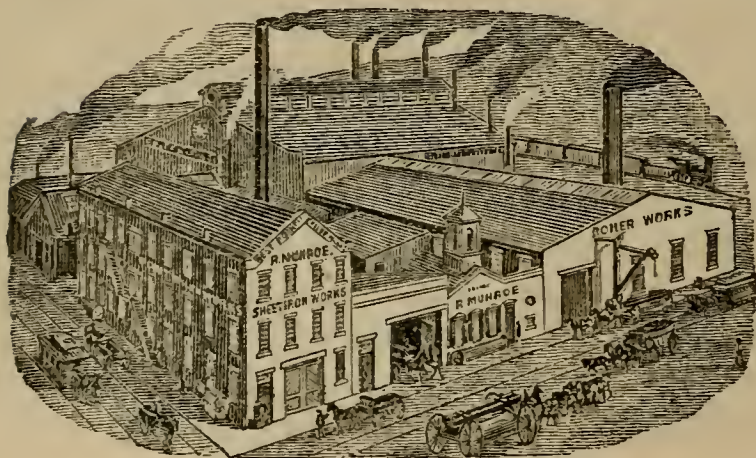
No large business in which the city is interested has grown so rapidly as the coke interest, springing from a small beginning only a few years ago to one of the largest that Pittsburgh capital is interested in, having a capitalization of over \$27,000,000. Of the amount shipped from this region the daily average is not less than 1,400 car loads, and at some times in the year the daily average is fully 2,000 cars. Aside from this at least 100,000 tons are shipped away each year by water.

The deposit of coal suitable for coke is limited to a narrow strip of territory extending through Fayette and Westmoreland counties principally, and it is estimated that the supply will be exhausted with-

WEST POINT BOILER WORKS,

ESTABLISHED 1835.

TWENTY-THIRD and SMALLMAN STREETS, PITTBURGH, PA.



STILLS, TANKS

AND

Sheet Iron Work

Of all descriptions made to order on short notice.

Have on hand a large stock of

NEW and SECOND-HAND

BOILERS.

REPAIRING DONE.

R. MUNROE & SON.

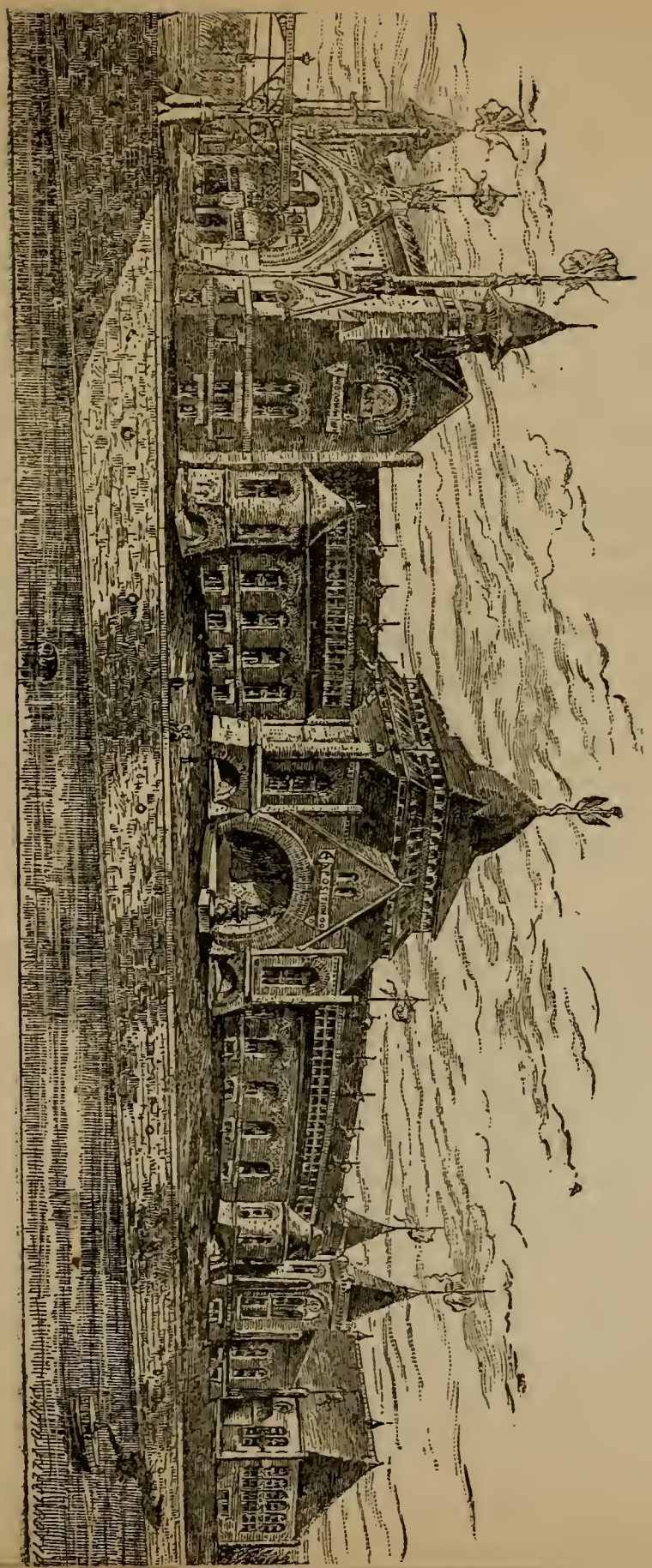
in fifteen years. The totals for the coke business for 1886 were as follows :—

Ovens operated,	13,391
Ovens building,	1,924
Coal used, tons,	7,225,665
Coke produced, tons,	4,741,935
Value,	\$6,494,777

IRON AND STEEL.

The iron and steel business of Pittsburgh exceeds by far any other branch of her industries. The most favorably situated of any city in the Union for the production of all grades of iron and steel, her enterprising business men were not slow to take advantage of the wealth of fuel and the cheapness of transportation, and rapidly built up a trade that has extended till it reaches the most remote sections of the world, until everywhere in the civilized world the name of this city is a synonym for iron. With the introduction of natur-

EXPOSITION BUILDING.



al gas the heavy cloud of smoke that hung like a pall over ever mill, and even the entire city, has banished into thin air. Not so however with the industries. The new fuel was cheaper—the iron cost less to produce. The new fuel was better—the new product was readily distinguished by the increase in the quality, until nowhere in the land can iron and steel of equal quality be produced. Manufacturers and consumers were not slow to see the advantages, and as a result the demand has increased until it is impossible to get transportation for the products of the mills fast enough to supply the demand. Pittsburgh and vicinity supplies one-half of all the iron produced in the country.

Until recently comparatively the greater part of the output of the mills was iron, but with the rapid introduction of steel into nearly every place formerly occupied by iron the demand for steel has increased, and increased facilities have been secured until we have the largest iron and steel works in the United States, and in some branches the largest in the world. Of the capital invested it is impossible to give exact figures. One firm alone, that of Carnegie, Phipps & Co., L't'd., has an investment in plant of \$10,000,000, while a number of others have over \$2,500,000 invested in machinery. An idea of the extent of the business done can be had from the following figures:—

Number of iron blast furnaces.....	20
Annual capacity of pig iron, tons.....	900,000
Ore consumed, tons.....	1,700,000
Coke consumed, tons.....	1,000,000
Lime consumed, tons.....	400,000
Number of iron rolling mills.....	35
Annual production, tons.....	575,000
Number of steel works.....	29
Annual production, tons.....	750,000

Particularly in the manufacture of steel has Pittsburgh rapidly come to the front, and now stands without a rival either in extent or quality of her output, both in tool steel and in Bessemer steel. The future for both of these industries in the city is faintly foreshadowed in the history of their growth during the past ten or fifteen years.

The visitor wishing to visit only representative establishments of



each branch of iron and steel manufactories should not fail to visit the following places, which are each representative in their line :—

BESSEMER STEEL RAILS.

Edgar Thompson Steel Works, situated at Bessemer, on the Pennsylvania railroad about eleven miles from the city. (See full description elsewhere).

MERCHANDISE BESSEMER.

Jones & Laughlin, South Twenty-seventh street, South Side. Take Birmingham street car line.

TOOLS AND OPEN HEARTH STEEL.

Hussey, Howe & Co., Seventeenth street and Penn avenue. Take Penn avenue street car line.

RAILROAD FORGINGS AND ROLLING MILL.

Carnegie, Phipps & Co, Twenty-eighth and Railroad streets. Take Penn avenue street car line.

NAIL MILLS.

Chess, Cook & Co., South Fifteenth street, near Jones & Laughlin's. Take Birmingham street car line. Admission can be had by proper persons by application at the offices.

TUBE WORKS.

A. M. Byers & Co., South Side. Office, 98 Water street.
National Tube Works at McKeesport.

AMERICAN IRON AND STEEL WORKS.

The American Iron Works, Jones & Laughlin proprietors, are the largest works of the kind in the United States, and a visit to them will include a view of a greater variety of work than any other establishment in the city. They are located on both sides of the Monongahela river—at Soho on the north side, and at Twenty-seventh street on the South Side, the two divisions being connected by a large and expensive bridge across the river, the only private bridge of equal size owned by a private company in the United States. These works justly stand at the head of all others in the extent and quality of their output. The visitor will need a pass, which can be procured at the



JENKINS' BUILDING.

general offices of the company, corner Third avenue and Try streets, about two minutes' walk from the new court house, and the works can be reached by the Birmingham street car line on Smithfield street.

NAIL MILLS.

One of the principal manufactories for nails and tacks are the works of Chess, Cook & Co., on the South Side, near the line of the Birmingham street cars at South Seventeenth street. A pass will be required, which can be secured on application to the general offices at 116 Water street. Nail machines will also be seen in operation at the works of Jones & Laughlin.

WIRE MILLS.

Near Braddock, on the line of the B. & O. Ry., and but a short walk from Hawkins Station, on the P. R. R., will be found the largest wire mill in the city. This plant, while comparatively a new one, is already classed among the big manufactories of the city.

GLASS MANUFACTORIES.

This, one of our oldest manufactures, is now among the most important ones in the city. It was established in 1795, and has grown with the increase of facilities for transportation, till now there are but few places in the world where the products of our glass houses are not found. There are now in operation in this district sixty-six glass houses of all classes. Three plate-glass factories with a capacity of over 3,350,000 square feet per annum, worth at least \$3,000,000. The fifteen window glass factories produce 900,000 boxes, worth over \$3,000,000. Eleven green glass bottle factories and a number of flint glass bottle factories, producing many millions of bottles and flasks annually. Of lamp chimneys there are over 50,000,000 made each year. Of tableware factories there are over forty, the output of which is immense, and finds sale in every part of the globe. The traveler in Europe being likely to find the table where he eats a mid-day meal in some obscure village furnished with the product of Pittsburgh's glass houses. The capital invested is not less than \$25,000,000, employing nearly 10,000 men. The introduction of natural gas has had a marked effect on the glass industries of the city. By its purity and freedom from sulphur, the glass produced is better in

every way than can be produced with any other fuel. The window glass is free from specks and flaws, much of it equal to much of the plate glass for all ordinary purposes. The metal in pressed glass is particularly noted for its brilliant and beautiful appearance, enabling manufacturers to find a market wherever glass is used.

PLATE GLASS.

The most extensive plant for the manufacture of plate glass is at Creighton, on the West Penn Railroad, about twenty miles from the city. With the advantages that natural gas gives, this factory is turning out the finest glass to be found any where, and manufactures it at a cost that has reduced the cost of plate glass in the past twelve years from \$2.25 per foot to less than eighty cents per foot.

FLINT BOTTLES.

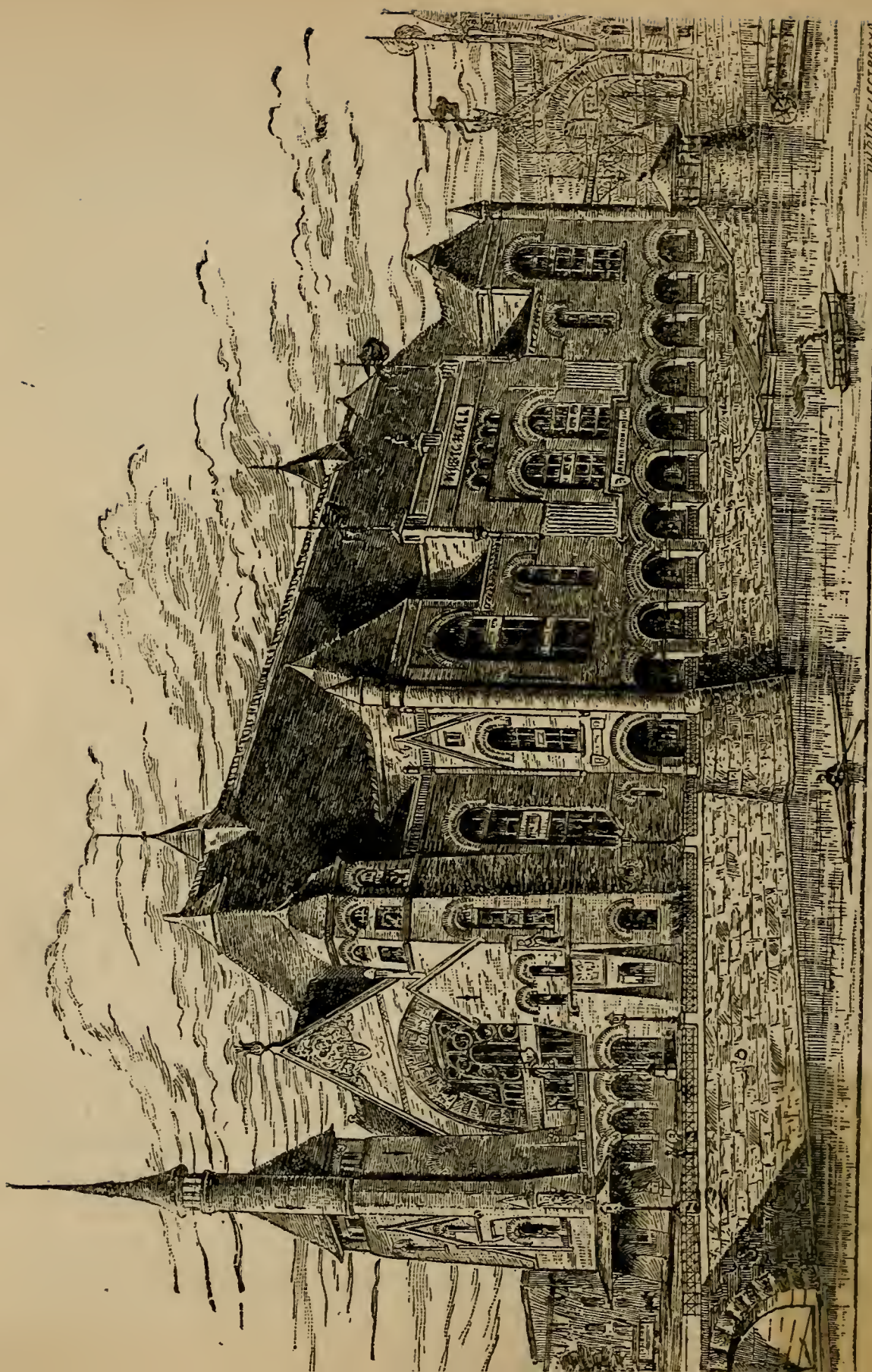
To one whose experience with glass has only shown its brittleness and ease with which it can be broken, the working of it when possessing all the tenacity and pliability of wax, is a novel sight and one that should not be missed. The visitor wishing to witness the manufacture of flint glass bottles should visit the factory of Messrs. W. H. Hamilton & Co., corner Twentieth and Railroad streets, a short walk from the Penn avenue street-car line. The visitor will need a pass, which can be procured at the office. At no place in the city can a more busy scene be found. Rushing to and fro are dozens of boys carrying the finished bottles to their proper places, or handling them while red hot, with delicate tongs. Every size of bottle is made here, from the large ones holding quarts to the tiniest prescription bottle, and in one part of the works are made, yearly, tens of thousands of fruit cans.

WINDOW GLASS.

On the South Side but a short walk from the Smithfield street bridge are several window glass works, admittance to which can readily be obtained by application to the offices. As the day's run usually is over about noon, the visitor should arrange his time accordingly.

PRESSED TABLEWARE.

On Carson street, under the tracks of the Panhandle Road, and



MUSIC HALL.

PHOTO-ENGRAVING

on the Birmingham street-car line, is located the works of Atterburry & Co., manufacturers of pressed tableware. A pass can be secured at the office.

LAMP CHIMNEYS.

But a short distance from Atterburry & Co.'s place is the works of Geo. A. Macbeth & Co., manufacturers of lamp chimneys. There are eight firms making lamp chimneys, nearly all of which are located on the South Side, but the processes are so near alike that a visit to one answers for all.

WROUGHT IRON PIPE.

At no place in the country are the facilities for the manufacture of wrought iron pipe equal those of Pittsburgh, while the use of natural gas gives a finish and quality to the pipes that can be secured by no other known process. There are five mills in this district engaged in the manufacture of tubing. Those most easy of access are A. M. Byers & Co., on the South Side, near the Birmingham street-car line. The Continental Tube Works at Soho, on Second avenue, near Second avenue street-car line, and the National Tube Works at McKeesport, on the B. & O. and P. R. R.'s. The National Tube Works are the largest mills of the kind in the country and are considered one of the principal sights of the city. Permits to go through the works are given at the office of the works, at McKeesport, but not infrequently are difficult to get. Each of the mills make tubing from $\frac{1}{8}$ to 16 inches and over in diameter and have an aggregate capacity of over 150,000 tons per annum. The value of the various plants is estimated at \$3,000,000; employing over 2,000 hands; paying out for wages not less than \$1,100,000 yearly.

OTHER MANUFACTORIES.

In our limited space it is not possible to enumerate any considerable proportion of even the larger manufacturing establishments, and the reader should not get the impression that when he has seen those mentioned in the foregoing pages that he has seen all that were worth seeing. Many of our largest factories, some of them with millions of dollars of capital and with a reputation extending to every part of the civilized world, have necessarily been omitted, not from disrespect to

them or from choice, but from necessity on account of lack of space. The reader coming to see the sights, who has followed our direction, while having seen much that will instruct and entertain, and carrying away with him the memory of the principal interesting sights will, if he wishes to investigate thoroughly any line or lines of business, need to take the cue from this work and follow it up till he shall have gained the desired information.





NEWSPAPERS.

No city in the Union has more reason to be proud of her newspapers than Pittsburgh. There is no city of its size that boasts of as many and as fine papers as are published here, and in no place are they so well patronized. With the commonly accepted theory in mind that the intelligence of a community is indicated by the quality of the papers printed in it and the patronage they receive, there is no other conclusion to be drawn than that for general intelligence no city stands higher than this. Of daily papers published here there are ten:

Pittsburgh Dispatch (morning, also Sunday edition), 99 Fifth avenue.

Pittsburgh Chronicle-Telegraph (evening), 122 Fifth avenue.

Pittsburgh Commercial-Gazette (morning), 70 Fifth avenue.

Pittsburgh Evening and Sunday Leader, 133 Fifth avenue.

Pittsburgh Post (morning), 523 Wood street.

Pittsburgh Times (morning), 102 Fifth avenue.

Evening Penny Press (evening), 79 Fifth avenue.

Pittsburger Beobachter (morning), 88 Diamond street.

Freiheits Freund (morning), 545 Smithfield street.

Pittsburger Volksblatt (morning), 92 Diamond street.

Besides these there are over fifty weekly papers, some of them with a circulation extending into every State and Territory in the Union. Among the weekly papers *The Bulletin* stands with scarcely a rival as a society paper. *The National Stockman and Farmer*, published in the East End, stands an acknowledged leader among agricultural papers and numbers among its readers citizens of every State and Territory in the Union, sending weekly through the post-office more copies than any other paper published in the two cities. *The East End News*, published on Shady avenue. East End, is the

finest suburban weekly published in the United States, and the religious papers of the city are rated as among the best papers of their class in the country.

To one who has not seen a modern press at work, a visit to one of the pressrooms of our large dailies, while the edition is being run off, will well repay the time spent. The presses in use are of the latest and most improved make, and to watch them taking in a broad sheet of white paper at one end and from the other throwing out every minute hundreds of printed papers folded and ready for mailing, encroaches so much on the realms of the mystical as to leave the looker-on wondering whether it is the cold methodical work of iron and steel, or the wonderful work of a magician's wand. Admittance to the pressrooms can usually be had by application to the counting rooms.

HOTELS AND THEIR RATES.

Below is given a list of good hotels and the length of time required to walk to them from Union Station:

Albemarle Hotel, Sixth street and Penn avenue; 10 minutes from Station. Rates, \$2 to \$3.

Central Hotel, corner Smithfield street and Third avenue; 10 minutes from Station. Rates, \$2.50.

Commercial Hotel, Penn avenue near Seventh street; 10 minutes from Station. Rates, \$2.

Home Hotel, Duquesne Way, near Eighth street; 10 minutes from Station. Rates, \$1.50.

Hotel Anderson, corner Sixth street and Penn avenue; 10 minutes from Station. Rates, \$3 to \$4.50.

Hotel Boyer, corner Duquesne Way and Seventh street; 10 minutes from Station. Rates, \$2.

Hotel Duquesne, Smithfield street, opposite Municipal Hall; 8 minutes from Station. European plan.

Monongahela House, corner Water and Smithfield streets; 10 minutes from Station; 2 minutes from P. & L. E. and B. & O. Stations. Rates, \$3.00.



MAMAUX & SON,

MANUFACTURERS OF

AWNINGS, VERANDAS, TENTS

537 & 539

✦ PENN AVENUE ✦

Pittsburgh, Penn'a.

St. James Hotel, across Liberty street from Union Station.
Rates, \$2.00.

Seventh Avenue Hotel, corner Seventh avenue and Liberty street;
2 minutes from Station.

St. Charles Hotel, Wood street and Third avenue; 10 minutes
from Station. Rates, \$2 and \$2.50.

ALLEGHENY.

Allegheny Central Hotel, corner Federal and North Diamond
streets; 2 minutes from P., Ft. W. & C. and West Penn Stations.
Rates, \$2.

EAST END.

East End Hotel, Penn avenue; 5 minutes from East Liberty
Station.

Aughinbaugh's Hotel, Enterprise street, opposite stock yards; 3
minutes from East Liberty Station.

Central Hotel, P. R. R., opposite Stock Yards; 3 minutes' walk
from East Liberty Station.

McKee House, Station street and P. R. R., opposite East Liberty Station.

REPRESENTATIVES OF FOREIGN COUNTRIES.

The only representative of any foreign country located in Pittsburgh is Max Schamberg, Consul Austro-Hungarian Empire and correspondent of the German Consulate at Philadelphia. Office, 525 Smithfield street.

UNITED STATES RECRUITING STATION.

A Recruiting Station for the United States is maintained at 923 Penn avenue.

PASSENGER STATIONS.

UNION STATION,

Liberty avenue, near Eleventh street. All passenger trains over the following roads arrive at and depart from this station:

Pennsylvania Central,	Pittsburgh, Ft. Wayne & Chicago,
Allegheny Valley,	Pittsburgh, Cincinnati & St. Louis,
Cleveland & Pittsburgh,	Erie & Pittsburgh,
Chartiers Valley,	Pittsburgh, Virginia & Charleston.

Baltimore and Ohio.—Corner of Water and Grant streets. New station now building at corner of Smithfield and Water streets.

Pittsburgh and Western.—River avenue, Allegheny, between the Seventh and the Ninth street bridges.

Pittsburgh and Lake Erie.—Carson street and Monongahela bridge. All trains on the Pittsburgh & Lake Erie and the Pittsburgh, McKeesport & Youghiogeny railroads arrive at and depart from this Station.

Pittsburgh and Castle Shannon.—Carson street, near South First street.

West Penn.—Federal street, near Lacock street, Allegheny.

Pittsburgh, Ft. Wayne and Chicago.—Allegheny Station, Federal street, near Park, Allegheny.

TELEGRAPH OFFICES.

WESTERN UNION—IN PITTSBURGH.

Main office, corner Fifth avenue and Wood street.

Monongahela House,	Hotel Anderson,
Hotel Albemarle,	Hotel Duquesne,
Union Station,	915 Liberty street,
Oil Exchange,	Fourth avenue and Try streets,
Forty-third st. and Penn ave.	Thirty-second street and Penn ave.
Eleventh street and Penn ave.	S. Fifteenth and Carson streets.

IN ALLEGHENY.

Cor. Lacock and Federal sts., Cor. Irwin and North avenues,
Central Hotel.

IN THE EAST END.

Central Stock Yards, Cor. Frankstown and Penn avenues.

BALTIMORE & OHIO.

Fifth ave. and Wood street, Eighth street and Liberty avenue.

POSTAL TELEGRAPH AND CABLE CO.—IN PITTSBURGH.

98 Fifth avenue,	Corner Wood and Water streets,
908 Liberty avenue, near Sev-	Carson street, South Side, near
enth Avenue Hotel.	South Fifteenth street.

ALLEGHENY.

Park Way and Federal street.

EAST END.

Central Stock Yards.

EXPRESS COMPANIES.

ADAMS.

Offices at 80 Fifth avenue, Pittsburgh, East Liberty and Shadyside stations in the East End, and 89 Federal street, Allegheny. Freight depot, 1031 Liberty street.

UNITED STATES.

Office, corner Fifth avenue and Wood street.

G. P. SHANE & CO.

LIBERTY BLOCK, EAST END.



**Dry Goods, Notions, Dress Goods,
Hosiery, Gloves, Lace Curtains,
Blankets, Coats, Shawls,
Ladies' and Gents' Furnishing Goods,
MILLINERY.**

**The largest and best stocked Dry Goods store in the eastern
end of the city.**



Carnegie Library Building, Allegheny.

AMERICAN.

Offices at 417 Wood street and at P. & L. E. depot, South Side. The American Express Co. have also established offices for the sale of money orders at the following places in the two cities:

ALLEGHENY.

E. Holden & Co., druggists, 63 Federal street.

Wm. Dice, druggist, 353 Beaver avenue.

Frederick W. Eggers, druggist, 299 Ohio street.

PITTSBURGH.

Albert H. Wilson, Druggist, cor. Penn and Frankstown avenues.

Theodore E. Ihrig, Druggist, 3610 Fifth avenue.

Peter W. Lascheid, druggist, 1332 Carson street.

D. H. Hossler, druggist, 2801 Penn avenue.

American Express Company's office, P. & L. E. Railroad depot.

American Express Company's office, 437 Wood street.

M. E. Vaillant, General Agent.

ERIE EXPRESS.

313 Wood street, and at Pittsburgh & Western depot in Allegheny.





RAILROADS—THEIR GENERAL OFFICES AND FREIGHT DEPOTS.

Pennsylvania Railroad.—Freight Depot, Duquesne station, Third street and Liberty avenue ; general offices, Union Station.

Pittsburgh, Ft. Wayne & Chicago.—General offices and freight depot, Tenth street and Penn avenue.

Pittsburgh & Lake Erie.—General office, 77 Fourth avenue freight depot, Carson street and Monongahela bridge.

Cleveland & Pittsburgh.—Freight depot and general offices, Penn avenue and Eleventh street.

Pittsburgh & Western.—General offices and freight depot, River avenue, Allegheny, between Seventh Street and Ninth Street bridges.

Pittsburgh, McKeesport & Youghioghenny.—Same as Pittsburgh & Lake Erie.

West Penn.—Freight depot on Chestnut street, Allegheny.

Baltimore & Ohio.—General offices and freight depot, corner Water street and Grant street.

Pittsburgh, Virginia & Charleston.—General office, Penn avenue and Tenth street ; freight office, Penn avenue and Eleventh street.

Allegheny Valley.—General offices, corner Eleventh and Pike streets ; freight depot, corner Sixteenth and Railroad streets.

Pittsburgh, Cincinnati & St. Louis.—General offices and freight depot, Seventh and Grant streets.

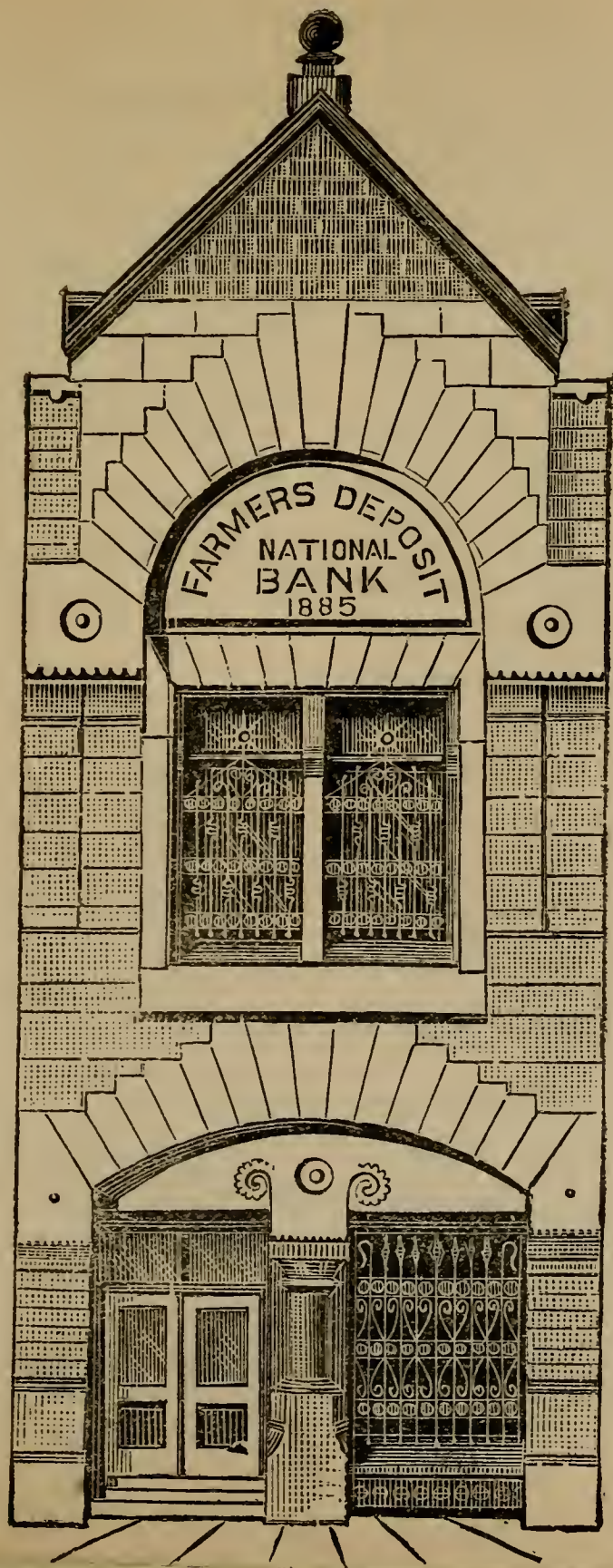
Erie & Pittsburgh.—Same as Pittsburgh, Ft. Wayne & Chicago.

RATES FOR CARRIAGES.

The only restriction made by the law to charges of omnibus companies is that the charge shall not be more than 50 cents per passenger from depot to any place except distant parts of the city and that one sachel shall be carried free for each passenger. The regular rates charged by the cab lines are as follows—

To and from all depots to principal hotels.....	\$	25
To and from operas, 1 or 2 persons.	1	50
Each additional person.....		25
Single opera trips, 1 or 2 persons.	1	00
Each additional person.....		25
Calling or shopping, per hour.....		75
Each $\frac{1}{4}$ hour, 25c; $\frac{1}{2}$ hour or under.....		50
Single business trips, owing to time.....	25 to	75
An extra charge of 25 cents on above rates will be made after 12 o'clock P. M.		
All packages or small trunks over 25 and under 50 lbs.....		25





CHURCH DIRECTORY.

BAPTIST.

Antioch (colored), Liberty avenue and Twenty-eight street.

Ebenezer (colored), Colwell and Milton streets.

First German, South Nineteenth.

Fifth Avenue, New Market House, Fifth avenue.

Fourth Avenue, Ross street and Fourth avenue.

Green Street, (colored), Hall, Lacock street, near Federal street, Allegheny

Mt. Washington, Sycamore street, near Shiloh street.

Nixon Street, Nixon street, near Manhattan, Allegheny.

Shady Avenue, Frankstown avenue and Station street.

Sandusky Street, Sandusky and North alley, Allegheny.

Tabernacle (colored), Federal street, near Jackson, Allegheny.

Thirty-seventh Street, on Thirty-seventh street, below Butler.

Union, South Nineteenth street, near Carson.

Welsh, Chatham street, between Wylie and Fifth avenue.

Saloam (colored), Liberty Hall, East End.

CATHOLIC.

PITTSBURGH.

St. Paul's Cathedral, Fifth avenue and Grant street, Rt. Rev. J. Tuigg, D. D.; Rev. D. Kearney, Rev. William Graham, Rev. A. A. Wertenbach, assistants.

St. Patrick's, Seventeenth and Liberty. St. Philomena, German, Fourteenth and Liberty.

St. Bridget's, Ensch street.

Holy Trinity, German, Fulton and Centre avenue.

Our Lady of Mercy, Third avenue and Ferry.

St. Agnes', Fifth avenue, 14th ward.

St. Mary's, Forty-fifth street.

St. Augustine's, German, Butler and Thirty-seventh streets.

St. Joseph's, Bloomfield, 15th ward.

St. Stephen's, Second avenue, 23d ward.

Sacred Heart, Centre avenue, East End.

SS. Peter and Paul's, German, Larimer avenue.

St. John the Baptist, Thirty-second and Liberty avenue.

St. Stanislaus, Polish, Penn avenue, between Fifteenth and Sixteenth.

SOUTH SIDE.

St. John Evangelist's, South Fourteenth.

St. Malachy's, 33d ward.

St. Michael's, German, Pius street.

St. Peter's, German, South Twenty-eighth and Sarah.

St. Paul of the Cross.

St. Joseph's, German, Mt. Oliver.

St. Martin's, 36th ward.

St. James', 36th ward.

St. Mary's of the Mount, Kearsage and Blonda.

St. Wendelin, Mt. Oliver.

Holy Cross, Carson and South Thirty-second street.

St. Edelbert, Polish; South Twelfth and Manor.

St. George's, German, Climax, 31st ward.

ALLEGHENY.

St. Peter's, Sherman avenue and Ohio. St. Mary's, German, Washington and North streets.

St. Bonifacius, Royal, near East street.

St. Wenceslaus, Bohemian, Main street.

Most Holy Name of Jesus, German, Troy Hill.

St. Andrew's, Beaver avenue.

St. Joseph's, German, Fulton and Franklin streets.

CONGREGATIONALIST.

Welsh, Fifth avenue, near Chestnut street.

Welsh, Sidney, between South Nineteenth and South Twentieth.

Plymouth, Manhattan street, between Locust and Franklin.

First Independent, 6 Sixth street.

DISCIPLES.

First Christian, Allegheny; Arch street and Montgomery avenue.

Hazlewood, Hazlewood avenue, 23d ward.

Emerson Street, East Liberty.

EPISCOPAL

Episcopal Church Rooms 36 Sixth, room 14.

Rt. Rev. Cortland Whitehead, D. D., Bishop of the Diocese of Pittsburgh, Shady Side Pittsburgh.

Trinity, Sixth avenue, between Wood and Smithfield.

St. Peter's, Grant and Diamond.

St. Andrews, Ninth, between Penn avenue and Duquesne way.

St. James', Penn avenue and Sixteenth.

St. Paul's, Roberts, 8th ward.

St. Cyprian's, Old avenue.

Emmanuel, North and Allegheny avenues, Allegheny.

St. Luke's, Pearl street, near Penn avenue.

St. Mark's, South Eighteenth, below Carson.

St. John's, Butler and Main streets.

Christ, North Diamond street and Union avenue, Allegheny.

Good Shepherd, Hazlewood.

Grace, Mt. Washington, Sycamore and Bertha.

Calvary, Penn avenue and Station street, East Liberty.

EVANGELICAL LUTHERAN.

First English, Seventh avenue.

Grace, Carson and South Seventh streets.

Christ, Sheridan avenue, East End.

English Lutheran, Manhattan street and Western avenue, Allegheny.

St. Paul's English, Madison avenue and Avery street, Allegheny.

First German, Sixth avenue, near Fifth avenue.

Second German, Pride and Ann streets.

St. Peter's, German, Station and Collins avenue, East End.

German, South Eighteenth, below Carson.

Trinity, Stockton avenue and Arch, Allegheny.

German, Madison avenue and Liberty, Allegheny.

German, North avenue and Middle street Allegheny.

Mt. Zion, Pertysville road, Allegheny.

Zion, German, Grandview avenue.

Zion's, Thirty-seventh and Bank streets.

St. John's German, Fortieth street, near Butler.

METHODIST EPISCOPAL.

Christ, Penn avenue and Eighth street, Liberty Street, Liberty avenue and Fourth street.

Smithfield Street, Smithfield street and Seventh avenue.

Fifth Avenue, Fifth avenue, between Elm and Logan.

Trinity, Smallman and Twenty-fifth streets.

Centenary, Kirkpatrick, near Centre avenue.

Butler Street, Butler and Fortieth.

Emory, Penn avenue, East End.

Thirty-third Street City Mission, Thirty-third, near Penn avenue.

Hazlewood.

Squirrel Hill.

South Common, Buena Vista and Jackson, Allegheny.

Arch Street, Arch, above Ohio, Allegheny.

North Avenue, North avenue and Arch.

Union, Pennsylvania avenue and Manhattan, Allegheny.

Birmingham, South Side.

Walton, South Side.

South Pittsburgh, West Carson.

Main Street, 35th ward.

Mt. Washington.

South Street, Excelsior and Allen streets 31st ward.

German, Ohio street and Union avenue, Allegheny.

German, Fortieth street.

German, South Side.

Woods Run.

Hudson Chapel.

Wesley Chapel, 1726 Penn avenue.

AFRICAN METHODIST EPISCOPAL.

Bethel, Wylie avenue and Elm.

Brown's Chapel, Hemlock and Boyle, Allegheny.

St. James', Mary and Heberton, East End.

Zion, Avery and North, Allegheny.

Zion Church, Arthur street.

METHODIST PROTESTANT.

First, Fifth avenue, between Smithfield and Grant.

Second, Fifth avenue and Marion.

Birmingham, South Eighth street.

Mt. Oliver.

McCandless Street, Fifty-seventh, above
Butler.
First, Union avenue, Allegheny.
Bellevue.
Fourth, East End.

PRESBYTERIAN.

First, Wood, between Sixth avenue and
Virgin alley.
Second, Penn avenue and Seventh
street.
Third, Sixth avenue and Cherry alley.
Sixth, Franklin and Townsend.
Bellefield, 14th ward.
Fourth, Evelyn and Liberty avenue.
East Liberty, Penn and Hiland avenue.
East Birmingham, Sarah and John
streets.
Grace, colored, Arthur street.
Hazelwood.
Lawrenceville, Thirty-ninth, between
Penn avenue and Butler street.
Forty-third Street.
Mt. Washington, Grant avenue, near
Kirkpatrick.
Seventh.
Shady Side, Amberson avenue, East
End.
Mt. Oliver.
Eighth, West Pittsburgh.
Park Avenue, East End.
Central, Forbes, near Seneca.
Welsh, Second avenue and Cherry alley.

ALLEGHENY.

First, Arch, between Park Way and Ohio
street.
Second, Franklin and Market.
Central, Lacock and Anderson.
German, Juniata and Chartiers.
North, Lincoln and Grant avenue.
Providence Mission, Liberty near Chest-
nut.
McClure Avenue.
Bethel, Gallagher and Charles.

UNITED PRESBYTERIAN.

First, Seventh avenue and Cherry alley.
Second, Sixth avenue, between Smith-
field and Grant streets.
Third, Diamond, between Grant and
Ross.
Fourth, Seventeenth and Penn avenue.
Fifth, Washington and Webster ave-
nue.
Sixth, Station and Collins avenue.

Seventh, Forty-fourth and Butler.
Eighth, Locust and Van Braam.
Ninth, Bingham and Wilkins, South
Side.
Tenth, Wylie avenue and Deviliers.
Eleventh, 36th ward.
Mt. Washington,
Oakland.

ALLEGHENY.

First, Union avenue.
Second, Sandusky and Stockton avenue.
Third, Ridge avenue.
Fourth, Arch and Montgomery avenue.
Fifth, Irwin avenue and Franklin.
Sixth, Franklin and Chartiers street.
Seventh, Strawberry lane.

REFORMED PRESBYTERIAN.

First Ref. Pres. Church, Grant street,
near Sixth avenue.
First N. S., Oak Alley, near Liberty av-
enue.
Ref. Pres., O. S., Eighth street, near Du-
quesne way.
First Allegheny, Sandusky and North
Diamond streets.
Central, Allegheny, Sandusky street, be-
tween Ohio and South Diamond.

EVANGELICAL ASSOCIATION

ENGLISH.

Mount Olivet, Fulton street, near Wylie
avenue.

GERMAN.

Emanuel, Third street and Madison av-
enue, Allegheny.
Temperanceville.
Bidwell and Pennsylvania avenue, Al-
legheny
Zion, Sixth avenue, near Wylie.

CUMBERLAND PRESBYTE- RIAN.

First, Allegheny, Grant and North ave-
nues.

REFORMED CHURCH OF THE UNITED STATES.

Grace, Grant and Webster avenues.
Zion, East End, Hiland avenue, near
Penn.

GERMAN.

St. Paul's, Forty-fourth street, near But-
ler.

UNITED EVANGELICAL PROTESTANT.

GERMAN.

United Evangelical Protestant, Church
Alley and Ohio street, Allegheny.

United Evangelical Protestant. Sixth av-
enue and Smithfield street.

First German United Evangelical Prot-
estant, Jane, between South Seventeenth
and South Eighteenth.

German United Evangelical Protestant,
"Baum's," Bloomfield.

St. Paul's United Evangelical, North Ca-
nal, near R. R. bridge, Allegheny.

United Evangelical Protestant, Juniata
street, near Chartiers, Allegheny.

United Evangelical Protestant, Temper-
anceville, 36th ward.

MISCELLANEOUS.

Primitive Methodist, Forty-seventh and
Butler streets.

First Wesleyan Methodist, Wylie ave-
nue, near Tunnell street.

Jewish Synagogue, Eighth street, between
Penn avenue and Duquesne way.

Jewish Synagogue, Fourth avenue and
Ross.

Jewish Synagogue, Third avenue and
Grant.

Jewish Synagogue, Wylie avenue, near
Fulton.

Church of God, 35 Townsend street.

New Jerusalem, Sandusky and Isabella
streets, Allegheny.

Reorganized Church of Latter Day
Saints, Hall, 67 Fourth avenue.

Austrian-Hungarian Congregation, 104
Grant street.

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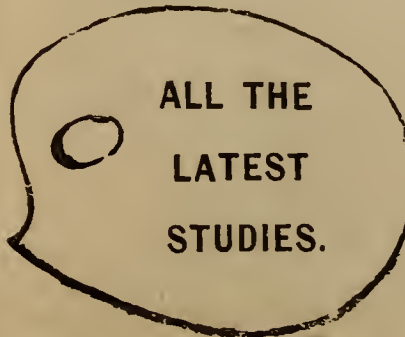
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PITTSBURGH AND ALLEGHENY FIRE ALARM.

PITTSBURGH.

- 2 Penn ave. and Second st.
- 3 Short and Water st.
- 4 Second ave. and Ferry st.
- 5 Eagle Engine House, Fourth ave.
- 6 Penn ave. and Cecil alley.
- 7 Market and Water st.
- 8 Hose of next District.
- 10 Central Station, City Hall.
- 12 Fifth ave. and Market st.
- 13 Third ave. and Market st.
- 14 Wood st. and Diamond alley.
- 15 Duquesne way and Fourth st.
- 16 Duquesne Engine House, Smithfield st.
- 17 Sixth ave. and Wood st.
- 18 Second ave. and Canton st.
- 19 Stevenson and Locust.
- 21 Duquesne way and Seventh st
- 23 Penn ave. and Ninth st.
- 24 Fifth ave. and Smithfield st.
- 25 Grant and Water st.
- 26 { Diamond and Ross st.
 { Grant and Diamond st.
- 27 Sixth ave. and Grant st.
- 28 St. Paul's Epis. Res., Grant st.
- 31 No. 1 Hook and Ladder, Seventh ave.
- 32 Penn ave. and Tenth street.
- 34 Liberty and Eleventh st.
- 35 Washington st. and Wylie ave.
- 36 Fifth ave. and High st.
- 37 Second ave. and Try st.
- 38 Corner Vickroy and Chestnut st.
- 41 Second ave. and Brewery st.
- 42 Fifth ave. and Federal st.
- 43 Fifth ave. and Elm st.
- 45 Logan and Franklin st.
- 46 Penn ave. and Thirteenth st.
- 47 Niagara Engine House, Penn ave.
- 48 Sixteenth st. and A. V. R. R.
- 49 Twenty-fourth st. and A. V. R. R.
- 51 Wylie ave. and Fulton st.
- 52 Fifth ave. and Pride st.
- 53 Relief Engine House, Fifth ave.
- 54 Centre ave. and Arthur st.
- 56 Webster ave. and Roberts st.
- 57 Centre ave. and Green st.
- 58 Twenty-seventh st. and A. V. R. R.
- 59 Twenty-ninth st. and A. V. R. R.

- 61 Penn ave. and Seventeenth st.
- 62 Independent Engine House, Penn ave.
- 63 Penn ave. and Twenty-sixth st.
- 64 Penn ave. and Twenty-eight st.
- 65 Thirty-first and Railroad st.
- 67 Penn ave. and Thirty-second st.
- 68 { Thirty-third st. and Brereton ave.
 { Thirty-third and Liberty st.
- 69 Thirty-third st. and A. V. R. R.
- 71 Penn ave. and Butler st.
- 72 Butler and Thirty-sixth st.
- 73 Butler and Forty-first st.
- 74 Butler and Forty-fourth st.
- 75 Corner Forty-second and Railroad st.
- 76 Forty-eighth and Butler st.
- 78 Fifty-second and Butler st.
- 79 Butler and Fifty-fifth st.
- 81 No. 5 Engine House, Centre ave.
- 82 13th ward School House, Centre ave.
- 83 Central Passenger R. Sta. Herron ave.
- 84 Fifth ave. and Brady st., Soho.
- 85 Butler st., above Sharpsburg bridge.
- 86 Fifth and Craft avenues.
- 87 Fifth and Oakland avenues.
- 89 Thirty-fifth st. and A. V. R. R.
- 91 Moorhead's Mills, Soho.
- 92 Second ave., Keystone Iron Works.
- 93 Second ave., Eliza Furnace.
- 94 Second ave., Frankstown.
- 95 Second ave., Marion Station.
- 96 Second ave., Hazlewood Station.
- 97 Second ave., Linden Steel Company.
- 98 Second ave., Glenwood.

SOUTH SIDE.

- 112 Walnut st., Temperanceville.
- 113 Corner Main and Walnut st.
- 114 No. 10 E. H. Temperanceville.
- 115 Mouth of Saw Mill Run.
- 116 Singer & Nimick's Mill, Carson st.
- 117 Painter's Mill, Carson st.
- 118 Shalersville.
- 123 Clinton Rolling Mill.
- 124 Lake Erie R. R. Carson st.
- 125 Second and Bingham sts.
- 126 Fourth and Carson sts.
- 127 Seventh and Carson sts.
- 128 Tenth and Bradford sts.

S. HAMILTON, 91 & 93 Fifth Ave.

(HAMILTON BUILDING.)

PITTSBURGH, PENN'A.

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129 Fifth and Bingham sts.
 131 Brownsville Avenue.
 132 { Tenth and Neville sts.
 { Ninth and Bingham sts.
 134 Eleventh and Carson sts.
 135 Twelfth and Frederick sts.
 136 Thirteenth and Neville sts.
 137 Fourteenth and Washington sts.
 138 Fifteenth and Manor sts.
 139 Eleventh and Bingham sts.
 142 Seventeenth st. and Merriman's
 143 Eighteenth and Sarah sts.
 145 Eighteenth and Josephine sts.
 146 Nineteenth and Sidney sts.
 147 Twentieth and Mary sts.
 148 Sarah, between 20th and 21st sts.
 149 Fifteenth and Bingham sts.
 152 Twenty-third and Jane sts.
 153 Twenty-fifth and Carson sts.
 154 Twenty-sixth st. and Edwards alley
 156 Twenty-seventh and Jane sts.
 157 Twenty-seventh and Carson sts.
 158 Thirtieth and Carson sts.
 159 Brownstown.
 162 Brownsville and Washington aves.
 163 Sycamore and St. Clair sts.
 164 Virginia and Kirkpatrick sts.
 165 Eighteenth and Pius sts.
 167-168-169 Thirty-first ward.
 172 Bertha and Sycamore sts., Mt. Wash-
 ington.
 173 Boggs ave., Mt. Washington.
 174 Hd. Mt. Olive Incline.
 175 Euieka and East Street.

EAST END.

211 Main and Geneva sts., Lawrenceville.
 212 Forty-fifth and Davidson sts.
 213 Penn ave. and Thirty-eight st.
 214 No. 6 Engine House, Forty-fourth and
 Calvin sts.
 215 Liberty and Pearl sts., Bloomfield.
 216 Penn ave. and Pearl st.
 217 { Penn ave. and Rebecca st.
 { Citizens car stables, Penn ave., 20th
 ward.
 218 Penn ave. and Euclid st.
 219 Engine House, Hiland ave. and Broad
 street.
 221 Oakland Avenue and Bates Street.
 223 Fifth and Bellefield Avenues.
 224 Liberty Avenue and Grocer's Lane.
 225 Liberty and Centre Avenue.
 226 Centre Avenue and Roup Street.
 227 Fifth and Aiken Avenues.
 228 Cedar and Laurel Streets.
 231 Fifth ave. and Neville st.
 232 Ellsworth and Centre aves.

233 Twentieth ward School House, Elmer
 street.
 234 Ellsworth and Amberson aves.
 235 Fifth ave. and Roup st.
 236 Shady ave. and Walnut st.
 237 Penn and Centre avenues, Liberty
 Hall.
 238 Penn and Denniston avenues.
 239 Terrace and Darragh sts., Fourteenth
 ward.
 241 Hiland ave. and Stewart st.
 242 Larimer ave. and Station st.
 243 Larimer ave. and Meadow st.
 244 Hiland Public School, Nineteenth
 ward.
 245 Frankstown and Lincoln avenues.
 246 Penn and Fifth avenues, Point Breeze
 247 Dallas station P. R. R.
 248 South Hiland and Adler Street.
 249 South Hiland and Fifth Avenue.
 251 Penn and Homewood avenues.
 252 Lincoln ave. and Lake st.
 253 Homewood station P. R. R.
 254 Penn and Brushton avenues.
 255 Fifth and Denniston avenues.
 256 Park Place, East End ave.
 257 Frankstown and Fifth avenues.
 258 Park and Shetland Avenues.
 261 Hiland ave. and Station st.
 262 Centre ave., P. R. R. Bridge.
 263 Bouquet and Wilmot sts.
 264 Elsworth and College avenues.
 265 Forbes and Craig sts.
 271 Grazier and Murtland Streets, Dallas.
 272 Homewood and Grazier Avenues.
 312 Bedford ave. and Erin st.
 313 Webster ave. and Summers st.
 314 Fiftieth and A. V. R. R.
 315 St. Paul's Orphan Asylum, Tannehill
 street.
 316 Centre Avenue and Breckenridge st.
 317 Bedford Avenue and Morgan Street.
 318 Ridge Street, Thirteenth Ward.

ALLEGHENY.

2 Verner Station.
 3 Oliver Bros. Mill, Preble ave., 9th wd.
 4 No. 5 Engine House, Kerr st.
 5 Riverside Penitentiary.
 6 McClure, near Woods Run ave.
 7 Superior st and California ave.
 14 Beaver ave. and Strawberry Lane.
 15 Knox st, and Strawberry Lane.
 16 Chartier st. and Grant alley.
 17 Sedgwick st. and Washington ave.
 21 No. 4 Engine House, Manhattan st.
 23 Beaver and Washington ave.
 24 Franklin street and Preble ave.
 25 Beaver ave. and Greenwood st.

26 Spruce and Market sts.
 27 Rebecca st. and Western ave.
 31 Excelsior Coffin Works, Chartier st.
 32 Fayette and Manhattan sts.
 34 No. 7 Engine House, Fulton st.
 35 Fulton and Sheffield sts.
 36 Ridge ave. and Rebecca st.
 37 Gas Works, Rebecca st.
 41 Rebecca st. and Borland alley.
 42 Allegheny and Ridge aves.
 43 Orphan Asylum, Ridge ave.
 45 Ridge ave. and Bank st.
 46 Western and Irwin aves.
 47 Keystone Bolt Works, Grant ave.
 51 Bidwell st. and Western ave.
 52 Bidwell st. and Pennsylvania ave.
 53 P., Ft. W. & C. R. Shops, 2d Ward.
 54 Taggart st. and Washington ave.
 56 Taggart and Charles sts.
 57 Irwin ave. and Charles st.
 61 Garfield and Ackley sts.
 62 Irwin and Taylor aves.
 63 Monterey st. and Benton's alley.
 64 Palo Alto st. and Taylor ave.
 65 No. 3 Engine House, Arch st.
 71 Arch and Erie sts.
 72 Arch st. and Park Way.
 73 No. 1 Engine House, Martin st.
 74 Robinson and Craig sts.
 75 Westinghouse Air Brake Co.
 81 Federal and Isabella sts.
 82 Federal st. and Church ave.
 83 Central Station, City Hall.
 84 Federal st. and North ave.
 85 Sandusky and Hemlock sts.
 91 Sandusky and Erie sts.
 92 No. 6 Engine House, Sandusky st.

93 Anderson and Lacock sts.
 94 Goodrich and Robinson sts.
 95 Siebert Chair Factory, Lacock st.
 112 Ohio st. and Cedar ave.
 113 Third and West sts.
 114 Ohio and Mary sts.
 115 North and Washington sts.
 116 No. 2 Engine House, Madison ave.
 121 North ave and East st.
 123 East st. and Madison ave.
 124 East st., near Elm st.
 125 East st., near Q st.
 126 East st. and Milroy ave.
 131 Third and Chestnut sts.
 132 Spring Garden ave., near Hill st.
 134 Spring Garden ave., near Filbert st.
 135 Spring Garden ave. and Overhill st.
 141 Main and Walnut sts.
 142 Main and Chestnut sts.
 143 Ohio and Chestnut sts.
 145 Sycamore and S. Canal sts.
 151 No. 8 Engine House, River ave.
 152 East Ohio st., near school house.
 153 Groetzinger's Tannery, River ave:
 154 River ave. and Bridgest.
 156 Stock Yards, Herr's Island.
 161 Troy Hill Road and Vineal st.
 162 Troy Hill Road and Return st.
 164 Lowrie, near Niggel st.
 212 Fountain, near Compromise st.
 213 Bell ave. and Willis st.
 214 Henderson and Warren sts.
 216 No. 10 Engine House, Linden ave.
 241 Garrison and Overlook sts.
 242 Perrysville and Wilson aves.
 243 Gallagher and Harrison sts.

D'SELLERS'



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PITTSBURGH,
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JOHN W. CAMERON
PITTSBURGH, PA.

STREET DIRECTORY.

Abbott 22nd ward.....E 1	Beecher, 21st ward.....D 1	26th, 28th, 29th and 30th wards.....H 7
Achilles, 21st ward.....C 2	Beeler, 22nd ward.....F 2	Carson, West 33rd, 34th and 36th wards.....H 9
Addison, 13th ward.....G 6	Beitler, 20th ward.....D 2	Cassatt, 11th ward.....F 7
Adderly, 32nd ward, ...I 9	Belonda, 32nd ward.....I 9	Castor, 35th ward.....I 10
Adelaide, 13th ward.....E 5	Beltzhoover ave., 31st and 32nd wards.....I 7	Castleman, 20th ward.....E 4
Aiken, 20th ward.....E 3	Bellweir, 21st ward.....D 1	Cato, 14th ward.....G 4
Albion, 21st ward.....D 1	Bellefield, 13th and 14th wards.....E 5	Cayugo, 16th ward.....D 5
Alder, 20th ward.....D 3	Bellefonte, 20th ward.....E 3	Cecil alley, 4th ward.....G 8
Allequippa, 13th and 14th wards.....E 5	Benton, 13th ward.....F 6	Cedar, 16th ward.....D 5
Allegheny, 23d ward...J 2	Bennett, 21st ward.....D 1	Centre av., 8th, 11th, 13th, 14th and 20th wards.....E 5
Allen, 31st ward.....I 7	Bertha, 32nd ward.....H 9	Chancery lane, 1st wd.G 8
Alliance, 20th ward.....E 4	Berthoud, 13th ward.....F 6	Charlotte, 15th ward...D 6
Alpine, 13th ward.....E 5	Biddle, 22nd ward.....F 3	Chatham, 5th and 7th wards.....G 7
Aloe, 20th ward.....D 4	Bidwell, 20th ward.....E 4	Chaucer, 21st ward.....C 1
Alva, 14th ward.....G 6	Bigham, 32nd ward.....H 9	Chauncy, 13th ward...F 6
Amanda, 27th and 31st wards.....I 7	Bingham, 28th, 29th & 30th wards.....H 7	Cherry alley, 2nd and 3d wards.....G 8
Amberson, 20th ward.....E 4	Birmingham, 27th wd..I 7	Chestnut, 6th ward.....G 7
Amber, 20th ward.....D 3	Bishop, 18th ward.....A 3	Cherokee, 13th ward...E 5
American, 3d ward.....J 3	Bismark, 13th ward.....E 6	Chislett, 18th ward.....C 3
Anderson, 13th ward...E 5	Black, 19th ward.....C 3	Clarissa, 13th ward.....E 5
Angle, 36th ward.....G 10	Blackhawk, 22d ward..H 1	Clark street and alley, 7th, 8th and 11th wds.G 7
Annie, 19th ward.....A 2	Bluff, 6th and 14th wds.H 7	Clay alley, 5th ward...G 7
Antoinette, 14th ward.G 6	Boggs, 32nd ward.....J 8	Climax, 31st ward.....I 7
Antelope, 35th ward...I 10	Bond, 19th ward.....C 2	Cliff, 8th and 11th wds.F 7
Apple, 21st ward.....C 1	Boquet, 14th ward.....G 4	Clifton, 26th ward.....H 6
Arabella, 20th ward.....D 2	Boston, 14th ward.....G 6	Clyde, 20th ward.....E 3
Arch, 10th, 12th and 13th wards.....F 7	Bothwell, 19th ward....C 3	Collins, 19th ward.....C 3
Arlington ave., 27th and 31st wards.....I 7	Boyd, 6th ward.....G 7	Columbia, 10th ward...F 7
Armand, 21st ward.....C 2	Braddock, 22nd ward...E 1	Colwell, 7th, 8th, 11th and 13th wards.....G 7
Arran, 19th ward.....A 3	Branch, 13th ward.....E 6	College, 20th ward.....D 3
Arthur, 11th ward.....G 7	Breedshill, 19th ward..C 4	Collier, 21st ward.....D city line
Artesian, 22d ward.....G 4	Breckenridge, 13th wd.F 6	Commerce, 14th ward..G 6
Ashley, 21st ward.....C 2	Brereton, 12th and 13th wards.....E 6	Commercial, 22nd wd.....F city line
Aspen, 20th ward.....D 4	Brownsville av, 27th, 30th, and 31st wards..I 7	Conrad, 19th and 20th wards.....D 4
Atwood, 14th ward.....F 5	Broad, 19th ward.....C 3	Congress, 7th ward.....G 7
Auburn, 21st ward.....C 2	Brushton, 21st ward,E city line	Continental, 21st ward.G 1
Aurelia, 20th ward.....D 2	Bryant, 19th ward.....B 2	Cooper, 6th ward.....H 7
Aurora, 22nd ward.....H 1	Bunker Hill, 19th wd..A 2	Copeland, 20th ward...E 3
Autumn, 18th and 19th wards.....C 3	Burlington, 14th ward..G 6	Coral, 20th ward.....D 4
Bailey, ave, 30th and 32nd wards.....I 8	Burrows, 14th ward.....G 6	Corinth, 35th ward.....I 11
Baker, 18th ward.....A 4	Butler, 15th, 17th, 18th, and 19th wards.....B 5	Cowan, 32nd ward.....I 8
Bank, 15th ward.....I 6	Byron, 13th ward.....D 5	Craft avenue, 14th wd.G 5
Barry, 25th and 27th wards.....I 6	Calvin, 17th ward.....D 5	Craig, 13th and 14th wards.....E 5
Barton, 20th ward....E 4	Callowhill, 19th ward...C 3	Crawford, 8th ward.....G 7
Bates, 14th ward.....G 5	Cameron, 19th ward....C 3	Crescent, 10th and 12th wards.....F 7
Baum, 20th ward.....D 3	Camelia, 18th ward.....B 5	Croghan, 14th ward....F 5
Bayard, 14th and 20th wards.....E 4	Camp, 13th ward.....E 5	Cross, 6th ward.....D 5
Bayne, 19th ward.....A 2	Capet, 23d ward.....H 3	Cromwell, 19th ward...A 2
Beatty, 19th and 20th wards.....D 3	Carnegie, 18th ward....B 5	
Bedford ave., 5th, 7th, 8th, 11th & 13th wds.F 7	Carron, 20th ward.....D 2	
Beelen, 14th ward.....G 6	Carolina, 14th ward....G 5	
	Carleton, 17th ward....C 6	
	Carver, 21st ward.....C 2	
	Carson, East 24th, 25th,	

Cuthbert, 32d ward.....H 8	and 20th wards.....C 3	Fralich, 22nd ward.....F 4
Cypress, 20th ward... D 4	Eureka, 31st ward..... I 7	Franklin, 7th and 8th
Dahlia, 20th ward.....E 4	Evans alley, 4th ward..G 8	wardsG 7
Dallas, 21st and 22nd	Evaline, 20th wardD 4	Frankstown ave., 19th
wards.....E 2	Ewing, 16th ward..... D 6	and 21st wards. D 2
Garrah, 14th ward.....F 5	Excelsior, 31st ward.... I 7	Frazier, 14th ward.... G 4
Dauphin, 19th ward.....C 4	Fairmont, 19th and 20th	Francis, 13th ward.....E 6
Davis, 11th ward.....F 7	wards.....C 4	Frank, 23rd ward I 3
Davison, 17th ward.....C 6	Fairfax, 21st ward..... D 1	Freedom, 27th ward ... I 6
Dearborn, 19th ward....C 4	Farragut, 19th ward....B 2	Freeland, 31st ward.....J 7
Decatur, 1st ward.....G 8	Federal, 7th ward.....G 7	Friendship ave., 16th
Denniston, 20th and	Ferry, 1st ward.....G 8	and 20th wards.....D 4
22nd wards.....E 2	Festina, 23rd ward I 3	Fulton, 8th ward.....G 7
Denny, 16th ward.....; D 6	Festival, 20th ward.....D 2	Galena, 21st ward..... I 1
Denver, 13th ward.... E 5	Fifth avenue, 1st, 3rd,	Gangwish, 16th ward...D 5
De Soto, 14th ward.....F 5	5th, 6th, 7th, 8th, 11th,	Garrison alley, 4th wd.G 8
Devillers, 11th and 13th	14th, 20th, 21st and	Garnet, 16th ward.D 5
wardsG 6	22nd wards, from... .	Gazzam, 14th ward....G 6
Dewitt, 32nd ward..... I 8G 8 9 to D 2	Geneva, 17th ward.....D 5
Diamond, 1st, 2nd, 3rd	Fifth, 4th ward.....G 8	Gibbon, 6th ward..... G 7
and 5th wards.....G 8	Fifteenth, 9th and 10th	Gist, 14th ward.....G 6
Dickson, 13th ward.....E 6	wards..F 7	Grant, 2nd, 3rd and 5th
Dilworth, 32nd ward... I 9	Fiftieth, 17th ward.....B 6	wards.....G 8
Dinwiddie, 11th ward..G 7	Fifty-first, 17th & 18th	Grape, 21st ward.....C 1
Dithridge, 14th ward...F 4	wards.....B 6	Grazier, 21st ward.....D 1
Douglass, 22nd ward...F 2	Fifty-second, 18th wd..B 6	Grafton, 19th ward.....B 2
Dover, 13th ward.....E 5	Fifty-third, 18th ward..B 5	Granville, 11th ward....F 7
Duff, 13th ward..... F 6	Fifty-fourth, 18th wd...B 5	Gray, 32nd ward.....J 8
Duke, 23rd ward.....H 4	Fifty-fifth, 18th ward..B 5	Granite, 13th ward.....E 6
Duncan, 18th ward... B 7	Fifty-sixth, 18th ward..B 5	Grandview ave., 32nd
Dunn, 18th ward.....B 4	Fifty-seventh, 18th wd..B 5	and 35th wards.....H 9
Dunfermline, 22nd wd.E 1	Filbert, 20th ward.....E 3	Greenleaf, 34th & 35th
Duquesne way, 4th wd.G 8	Fillmore, 14th ward....F 4	wardsH 10
Eagle, 6th ward.....G 7	Fingal, 35th ward.....H 10	Greenfield ave., 23rd
East End ave., 22nd wd.E 1	Finance, 21st ward.....D 1	ward.....H 7
East Diamond, 1st and	First avenue, 1st and	Greenbush, 32nd ward..I 8
2nd wards.....G 8	2d wards.....G 8	Greenwood, 18th ward..A 4
Edgerton av, 22nd wd.E 1	First, 1st ward.....G 9	Grove, 13th ward.....G 6
Edmond, 16th ward.....D 5	Fisk, 17th ward.....D 6	Hackstown, 27th ward..J 7
Edna, 6th ward.....G 7	Fitch, 19th and 20th	Haight, 8th and 19th
Edwin, 20th ward.....D 3	wards.....D 5	ward.....A 3
Eighth, 4th ward.....G 8	Flavell, 19th ward.....C 2	Halket, 14th ward.....G 5
Eighteenth, 10th ward..F 7	Fortieth, 15th 16th and	Halibut, 27th ward.... I 6
Eleventh, 4th and 9th	17th wards...C 6	Hamlet, 14th ward.....G 5
wards.....G 8	Forty-first, 17th ward...C 6	Hampton, 19th ward...B 3
Elizabeth, 23rd ward... J 4	Forty-second, 17th wd..C 6	Hancock, 13th ward....E 6
Ella, 16th ward.....D 5	Forty-third, 17th ward..C 6	Harvard, 19th ward.....C 3
Ellsworth ave, 20th	Forty-fourth, 17th wd..C 6	Haran, 12th ward.....E 6
ward.....E 4	Forty-fifth, 17th ward...C 6	Harrison, 17th and 18th
Elliott, 36th ward.....H 11	Forty-sixth, 17th ward..C 6	wards.....B 6
Elmer, 20th ward.....E 4	Forty-seventh, 17th wd..C 6	Harding, 13th ward....E 6
El Paso, 18th ward.....A 4	Forty-eighth, 17th ward..C 6	Harriet 20th ward.....D 4
Elm, 7th ward.....G 7	Forty-ninth, 17th ward..C 6	Hastings, 22nd ward...E 2
Elwood, 20th ward.....D 3	Forbes ave., 6th, 14th	Hatfield, 17th ward.....C 6
Elysian, 22nd ward.....D 2	and 22nd wards from	Hawkeye, 20th ward...D 3
Emerson, 20th ward...D 3G 7 to F 1	Hays, 19th ward.....C 3
Emily, 14th ward..... G 5	Fort, 1st ward.....G 9	Hazelwood, ave., 23rd
Emma, 14th ward... G 6	Forward ave., 14th,	ward.....I 3
Enterprise, 21st ward...D 2	22nd and 23rd wards..G 2	Heberton, 19th ward...B 2
Erie, 27th ward..... I 6	Fourth, 4th ward.....G 8	Hickman 32nd ward...J 8
Erin, 11th and 13th	Fourth ave., 1st and 2nd	Henry, 14th ward.....F 4
wardsF 6	wards.....G 8	Henrietta, 22nd ward...F 1
Etna, 9th wardF 8	Fourteenth, 9th ward..F 7	Herron ave., 13th ward..E 5
Euclid avenue, 19th	Fox, 25th and 26th wds..H 6	Hermitage, 21st ward..C 1

Herman, 19th and 20th wards.....D 4	Lebanon, 27th ward.....I 1	14th wards.....G 7
Hiawatha, 22nd ward.....G 4	Ledlie, 11th ward.....F 7	Miller, 11th ward.....G 7
Hiland ave., 19th and 20th wards.....D 3	Lemington, 21st ward.....B 1	Millvale, 20th ward.....E 5
Hill, 6th ward.....G 7	Lenora, 21st ward.....C 2	Minerva, 16th ward.....D 5
Hodge, 14th ward.....G 5	Lewis, 18th ward.....B 5	Mohawk, 14th ward.....G 6
Hoeveler, 19th ward.....C 3	Lexington, 21st and 22nd ward.....D 1	Montgomery, 35th wd.....I 11
Holt, 27th ward.....I 6	Liberty ave., 1st, 3rd, 4th, 9th, 10th, 12th, 16th, and 20th wards.....from G 9 to D 4	Monticello, 21st ward.....C 1
Homewood ave., 21st and 22nd wards.....D 1	Ligonier, 16th ward.....D 5	Montezuma, 21st ward.....C 2
Homestead, 22nd ward.....G 1	Lillian, 31st ward.....J 7	Monroe, 13th ward.....E 6
Hooker, 21st ward.....C 2	Lilac, 20th ward.....E 4	Montour way, 3rd wd.....G 8
Howe, 20th ward.....E 3	Linton, 11th ward.....F 7	Monastery, 27th ward.....I 6
Howley, 16th ward.....D 6	Lincoln ave., 21st ward.....C 2	Morningside ave., 18th ward.....C 4
Hutchinson, 22nd ward.....F 1	Livingston, 18th ward.....A 4	Mulberry street and alley, 9th, 10th, 12th and 15th wards.....F 7
Idlewild, 21st ward.....C 1	Locust, 6th & 14th wds.....G 6	Muriet, 28th and 29th wards.....H 7
Indus, 23rd ward.....H 3	Logan, 7th & 8th wds.....G 7	Murray, 22nd ward.....F 3
Industry, 31st ward.....I 7	Lombard, 11th ward.....F 7	Murtland, 21st ward.....D 1
Independence, 35th & 36th wards.....I 11	Lomond, 6th ward.....G 7	McCully, 19th ward.....B 3
Iowa, 13th ward.....E 5	Loretto, 23rd ward.....H 3	McCandless, 18th ward.....B 5
Isabella, 16th ward.....D 5	Lowry, 23rd ward.....I 4	McLain, 31st ward.....I 7
Ivanhoe, 6th ward.....G 7	Lowan, 32nd ward.....I 9	McPherson, 21st ward.....D 1
Ivy, 20th ward.....E 3	Lowell, 21st ward.....C 2	Mt. Oliver, 27th ward.....I 6
Jackson, 19th ward.....B 3	Luna, 21st ward.....C 2	Mt. Vernon, 21st ward.....C 1
James, 19th ward.....C 3	Lyon, 13th ward.....E 6	Negley, 19th & 20th wards.....C 3
Jancey, 18th ward.....B 4	Lyric, 21st ward.....C 2	Nelson, 21st ward.....B 2
Jane, 24th, 25th and 26th wards.....H 6	Maddocks alley, 4thwd.....G 8	Neville, 13th, 14th, 16th and 22nd ward.....E 5
Jefferson, 13th ward.....E 5	Madison, 13th ward.....E 6	Niagara, 14th ward.....G 5
John, 13th ward.....F 6	Magee, 6th ward.....G 7	Ninth, 4th ward.....G 8
Joucaire, 14th ward.....F 4	Magnolia, 27th ward.....I 6	Nineteenth, 10th ward.....F 7
Jones, 12th and 13th wards.....F 6	Mahon, 13th ward.....F 6	Nixon, 22nd ward.....G 4
Judson, 13th ward.....E 6	Main, 16th & 17th wds.....D 5	North, 17th ward.....C 6
Juliet, 14th ward.....G 5	Manor, 27th, 28th, 29th and 30th wards.....H 7	Norton, 32nd ward.....I 9
Julius, 21st ward.....C 2	Maple, 31st ward.....J 7	Oakland, 14th ward.....F 5
Jumonville, 11th, 13th and 14th wards.....G 6	Mary, 24th, 25th & 26th wards.....H 6	O'Hara, 20th ward.....E 3
Juniata, 22nd ward.....E 2	Marion, 6th ward.....G 7	Olcott, 27th ward.....I 6
Juno, 14th ward.....G 4	Market, 1st & 3rd wds.....G 8	Old ave., 5th ward.....G 7
Juniper, 16th ward.....D 5	Mary Ann, 29th ward.....H 6	Omega, 21st ward.....C 3
Junius, 35th ward.....I 10	Maria, 6th ward.....G 7	Oneida, 35th ward.....H 9
Justice, 11th ward.....G 7	Margaretta, 19th ward.....C 3	Opporto, 27th ward.....I 6
Kansas, 23rd ward.....I 3	Martha, 18th ward.....A 4	Osceola, 20th ward.....D 4
Kearsage, 32ndward.....H 9	Marchand, 20th ward.....D 3	Overhill, 11th ward.....G 7
Kelly, 21st ward.....D 1	Mathilda, 20th ward.....D 4	Park way ave., 21st & 22nd wards.....E 1
Kendall, 18th ward.....B 5	Mayflower, 21st ward.....C 2	Park ave., 21st ward.....C 2
Keystone, 18th ward.....B 5	Meade, 21st ward.....D 2	Pasture, 7th & 8th wds.....G 7
Kincaid, 19th ward.....C 4	Meadow, 21st ward.....C 2	Pearl, 16th & 20th wds.....D 5
Kirkpatrick, 11th and 13th ward.....F 7	Melancthon, 23rd ward.....J 3	Penn ave., 1st, 4th, 9th, 10th, 12th, 15th, 16th, 17th, 19th, 20th, 21st, & 22nd wards, fromG 9 to D 1
LaClair, 22nd ward.....F 1	Mellon, 19th ward.....C 3	Perry, 11th ward.....G 7
Lafayette, 23rd ward.....J 4	Melwood, 13th ward.....E 6	Piermont, 35th ward.....H 9
Lake, 21st ward.....C 2	Mercer, 8th ward.....G 7	Pike, 9th & 10th wards.....F 7
Lambert, 21st ward.....D 2	Merrimac 32nd.....I 9	Pitt, 22nd ward.....H 1
Lang, 21st and 22nd wards.....D 1	Merrimans, alley and street, 25th and 26th wards.....H 6	Pius, 27th ward.....I 6
Lancaster, 22nd ward.....F 1	Meridan, 35th ward.....H 9	Plumer, 17th ward.....C 6
Larimer, 21st ward.....C 2	Meyran, 14th ward.....F 5	Plymouth, 35th ward.....H 10
Laurel, 16th ward.....D 5	Miama, 14th ward.....G 6	Porter, 11th ward.....F 7
Laughlin, 23rd ward.....I 4	Mifflin, 16th ward.....D 5	
Lawson, 13th ward.....F 6	Mignonette, 20th ward.....C 4	
	Miltenerberger, 6th and	

Pride, 6th & 7th wards. G 7	Shafer, 13th ward. F 7	29th wards. H 7
Prospect, 32nd ward. I 8	Sharon, 27th ward. I 7	South Twentieth, 26th ward. H 6
Pueblo, 14th ward. G 6	Shakespeare, 20th wd. D 2	South Twenty - first, 25th, 26th & 27th wards. H 6
Putman, 20th, 21st and 22nd wards. D 2	Sheridan, 19th ward. C 2	South Twenty-second, 25th ward. H 6
Rachel, 19th ward. A 3	Shelby, 11th ward. F 7	South Twenty - third, 25th ward. H 6
Railroad, 10th, 12th & 15th wards. E 7	Shetland, 21st ward. C 2	South Twenty-fourth, 25th ward. H 6
Rampart, 13th ward. D 6	Shiloh, 32nd ward. I 8	South Twenty-fifth 25th ward. H 5
Rebecca, 19th and 20th wards. D 4	Shingiss, 6th ward. G 7	South Twenty - sixth, 25th ward. H 5
Reed, 8th, 11th & 13th wards. F 7	Shipton, 11th ward. F 7	South Twenty-seventh 24th & 25th wards. H 5
Reiter, 19th ward. C 3	Short, 1st ward. G 8	South Twenty-eighth, 24th ward. H 5
Renova, 23rd ward. J 3	Sidney, 25th and 26th wards. H 6	South Twenty-ninth, 24th ward. H 5
Renfrew, 21st ward. C 2	Sixth, 4th ward. G 8	South Diamond, 1st wd G 1
Republic, 35th ward. H 10	Sixth ave., 3rd and 5th wards. G 8	Southern ave., 32nd wd I 8
Reynolds 22nd ward. E 1	Sixteenth, 10th ward. F 7	Spahr, 20th ward. D 3
Richmond, 22nd ward. F 1	Smallman, 12th & 15th wards. E 7	Spenser, 21st ward. C 1
Richland, 21st & 22nd wards. E 1	Smithfield, 2nd & 3rd wards. G 8	Spruce, 12th & 15th wds E 7
Ridge, 11th & 13th wds. E 6	Soho, 13th & 14th wds. F 6	Squirrel Hill, 23rd wd. H 3
Rippee, 19th ward. C 3	Somers, 13th ward. F 6	Stanton ave., 18th and 19th wards. C 3
River 19th & 20th wds. C 2	South Eighth, 29th wd. H 7	Stanwix, 32nd ward. H 9
Riverview, 19th ward. A 3	South Eighth, 26th ward. H 6	St. Andrews, 21st ward. C 2
Roberts, 11th ward. F 7	South Eighteenth st. ext., 27th ward. I 6	Station, 19th ward. D 2
Robinson, 14th ward. F 6	South Eleventh, 29th ward. H 7	St. Clair, 19th and 20th wards. C 3
Rodman, 19th ward. C 3	South Fifth, 30th ward H 7	Sterrett, 21st ward. D 1
Romeo, 14th ward. G 5	South Fifteenth, 28th ward. H 7	Stella, 27th ward. H 5
Rose, 11th & 13th wards G 7	South First, 30th ward. H 8	Steuben, 36th ward. H 11
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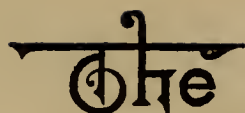
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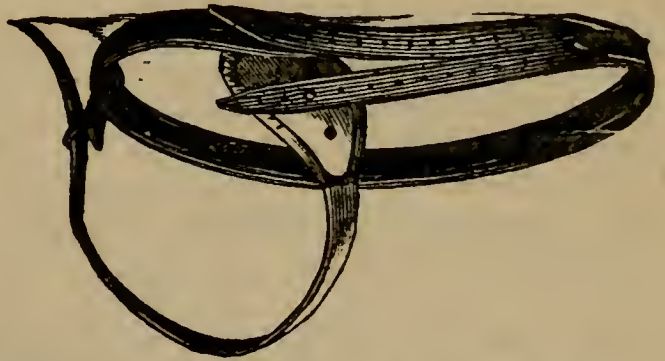
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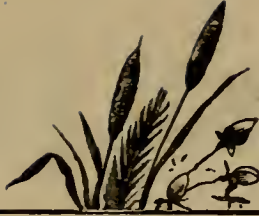
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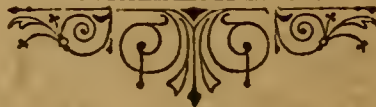
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